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PART
I.

ART WORK

OF

ATLANTA

PUBLISHED IN TWELVE PARTS

E. W. H. PARISH PUBLISHING CO.

1895.

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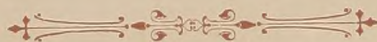
ART WORK

... OF ...

ATLANTA



Published in Twelve Parts.



THE W. H. PARISH PUBLISHING CO.

1895.



HENRY W. GRADY MONUMENT.

Historical Sketch OF ATLANTA.

ATLANTA, the capital city of Georgia, and the "Gate City" of the South, has a history which reads like romance. In 1835, the spot on which now stands a great, bustling city was a wild swamp and forest, with only a few wagon roads running through it. Remarkable indeed is the story which tells how a city has grown within almost a quarter of a century on such a birth-place, and that with many interruptions and serious devastations of war. The history of Atlanta shows upon its pages the glare of battle and flame, and blends

with the history of the nation in recounting one of the most frightful clashes of the armies of the Union and of the Confederacy just before the culmination of the conflict between the States. To-day Atlanta is a city of 100,000 souls. In 1864, the scene that greeted the eyes of the few inhabitants left by the cruel ravages of civil strife was one of desolation and despair. Charred and desolate ruins were seen on every side, and the proud and dauntless city of the New South to-day, which lifts its head above all other Southern cities as the greatest trade center of the section, was the home of half-starved dogs and of carrion fowls, feeding upon the decaying carcasses of animals which fell in the blast of war. That which cannot be said of any other city in the



LAKE ABANA, GOOD PACE





STATE CAPITOL.





GOVERNOR'S MANSION



THE LEYDEN





SOUTHERN MEDICAL COLLEGE.



GRADY MEMORIAL HOSPITAL.



SCENE NEAR PONCE DE LEON SPRINGS.

Union can be said of Atlanta—that it sprang from the seed of war into the greatest city of the New South, where the trade of the entire section centers and where the population is increasing at a wonderful ratio as the years go. The war between the States weighed more heavily upon Atlanta than any city in the Union, Richmond, the capital of the Confederacy, not excepted; and yet, with a determination pleasing to contemplate, Atlanta leaped forward immediately after the hand of carnage and devastation had touched it, into conditions of unbounded prosperity.

Year by year the little town grew and has gradually become the great trade center that it now is. The earliest record of the history of Atlanta in print, telling of the infancy of the city, is that compiled by G. V. Clark, who wrote a comprehensive history of Atlanta, dating up to 1881. In this book is found the following relevant to the selection of a site for the city:

"In 1812, the Creek and Cherokee Indians ceded the lands intervening between them to the state of Georgia, and their acquisition increased the restlessness of the people for some mode of transportation between the state and the expanding West. About this time, too, the steam engine was applied to railroad transit, and in 1826 a train of cars, in the old world, was first drawn by one. When this idea of overland transportation crossed the Atlantic, people began to think of railroads as the best means of interior communication; hence the legislature of Georgia granted three charters in 1833, for the Central, Georgia and Monroe Railroads. This still further stimulated the general desire of the people to establish direct commercial intercourse between the South Atlantic coast and the West; and as this could be done by building a great trunk line railway northward, the people of Georgia determined upon its construction. A state convention met at Macon in November, 1835, and memorialized the legislature to that end. This movement, like all progressive ideas, evoked the fiercest opposition, and finally prevailed in the general assembly by a very small majority. On the 21st of December, 1835, the act was approved by Governor Schley, authorizing the 'construction of a railroad from the Tennessee line, near the Tennessee River, to the southwestern bank of the Chattahoochee River at a point most eligible for the joining on branch roads; thence to Athens, Milledgeville, Forsyth and Columbus.' In 1836, Stephen H. Long was appointed engineer-in-chief, and the eastern terminus was established, not at the Chattahoochee, but 125-130 miles east of it, for the reasons



heretofore given), and near the point of the present Union Passenger Depot in Atlanta. The quotation shows that the act itself required this location, and the site of Atlanta was therefore the result neither of accidental circumstance nor of arbitrary choice, but of natural confirmation as the most 'eligible' point for the purposes recited in the act. Here intersected three great mountain ridges upon which were soon afterward constructed the Georgia, Macon & Western, and the Atlanta & West Point Railroads. The site thus chosen was known for a number of years as 'Terminus.' The first house built near it was a log shanty erected by Mr. Hardy Dwyer in the year 1839."

The historian continues to trace the infancy of Atlanta by saying that the second house was erected by John Thrasher in 1839, at which time Mr. Thrasher was the only inhabitant except an old woman and her daughter. He declares that there were a few people living in the neighborhood very poor, women wearing no shoes and the houses very poorly built. At that time it can be easily realized by those at all familiar with the history of Georgia and that region of the South, the country about the site where Atlanta now stands was very large and the forests were traversed only by Cherokee and Creek Indians, and adventurers; roving or hunting on wild excursions. A few years following very few enterprises were started in the forest village, and it was not until 1843 that the first store was established at the cross-roads, now bearing the name of Atlanta. The Western & Atlantic Railroad, however, was built by the state about this time, and opened up to this region of Georgia the more advanced trade centers of the Northwest. The first trip made on this road was between Marietta and the terminus, on December 24, 1842, the engineer being W. P. Adair. It was in 1843 that the first two-story building was erected and the first real-estate sale was made at public auction.

The village which had thus begun to assume business-like airs sought for a charter from the Georgia legislature, December 1, 1844, under the name of Marthasville, in compliment to Miss Martha Lumpkin, daughter of the distinguished Governor Lumpkin, who had been so prominent in working for the development of the railroad interests and the general industrial pursuits of the state. In 1844 also what might be called the first history of Atlanta was laid by Mr. Jonathan Norcross, consisting of nothing more than a sketch which took its place as an



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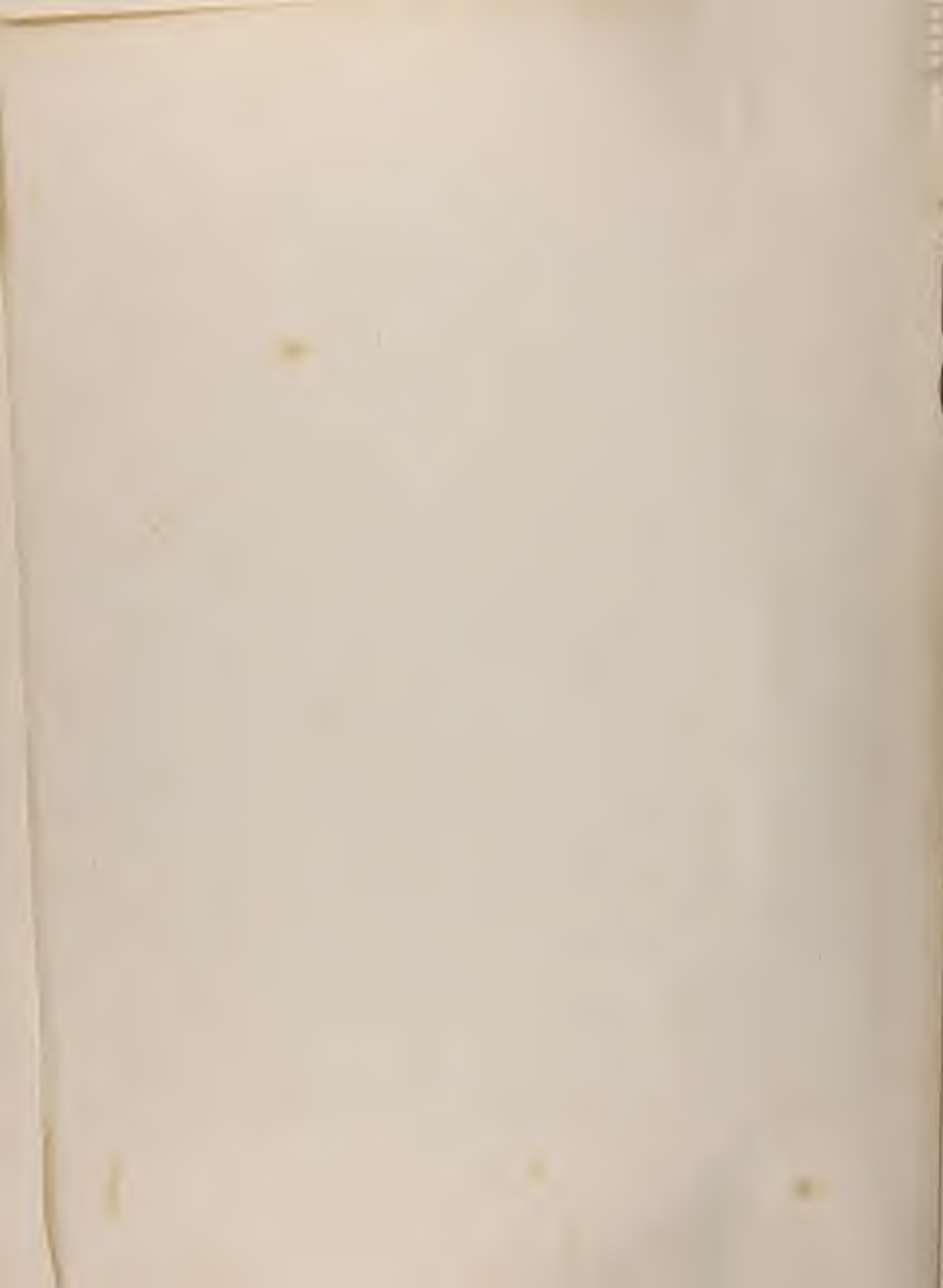
THE W. H. PARISH PUBLISHING CO.

1895





SCENE ON PEACHTREE STREET





EQUITABLE BUILDING.





SCENE IN CAPITOL.





GIRLS' HIGH SCHOOL



SECOND BAPTIST CHURCH





SCENE AT PONCE DE LEON SPRINGS.



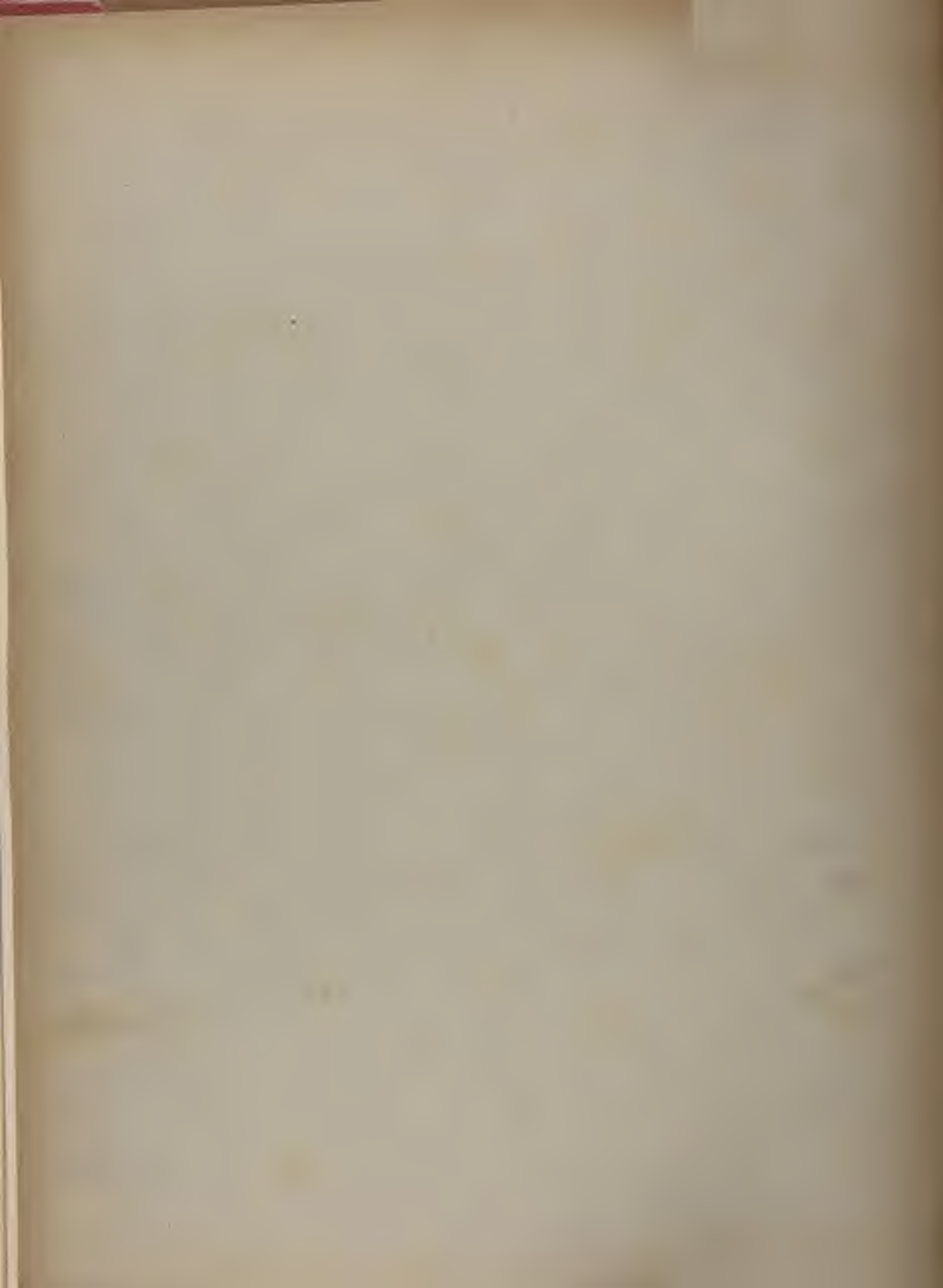


U. S. POST OFFICE AND CUSTOM HOUSE.



important factor in the upbuilding of the town. By this time the railroad interests of the state in their ready assistance of information began to take on more the character of the business levelness and all sorts of favor from the state officials and authorities. The first train run on the Georgia Railroad from Augusta to Mariettaville (now Atlanta) made its first September run, 1845, leaving Augusta very early in the morning and arriving in Atlanta after nightfall, the distance being only 17 1/2 miles. It is interesting to state in this connection that the original survey of the railroad, which was one of the very first constructed in the state, planned that it should have as its northwestern terminus the town of Decatur, in De Kalb county, six miles east of Mariettaville, and the circumstances which changed the survey and carried the railroad six miles further to Mariettaville, is interesting to relate. The inhabitants of the little town of Decatur rose up and vehemently declared that they would not allow the railroad to stop in their town, as they valued their highly-esteemed far too dearly to be disturbed by the constant clanking and rattling attendant upon the development of this line of industry. The natives of Mariettaville were not quite so obstinate or so drawn to the realization of their town's possibilities, so they invited the railroad to make Mariettaville the terminus instead of Decatur, which was done. Nothing could be more interesting to relate in giving the early history of Atlanta than this single fact, since the stopping of the railroad at Decatur would certainly have meant the complete annihilation of Mariettaville, and the Atlanta of today, if indeed there would have been an Atlanta, would have been located where the little suburb, Decatur, now lies on the outskirts of the great Southern city. Stories are related even to this day of the violent opposition with which the railroad project was received in Decatur and it is told that the inhabitants of the town marched out with shotguns to wage war on the engineer and the train crew of the first train that ran into the town.

Perhaps 1845, from the standpoint of progress and prosperity, has been the most eventful year in the history of Atlanta then known as Mariettaville. The Georgia Railroad was completed that year, storehouses were built, trade began to center there, and the first newspaper of the town was published, called The Locomotive, which appeared under the ownership of Rev. Joseph Blake. It was also in this year that the first church and schoolhouse building was erected.



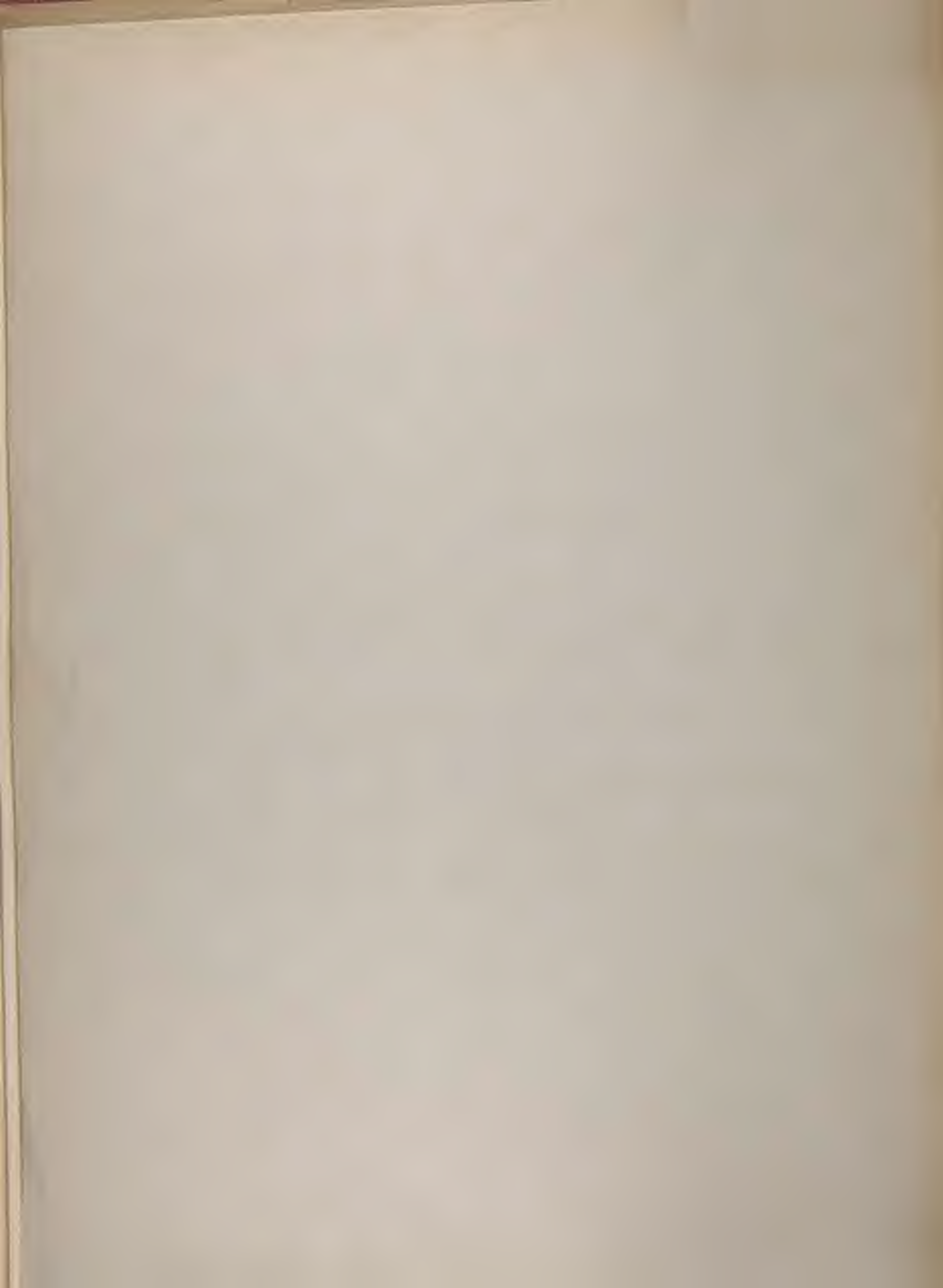
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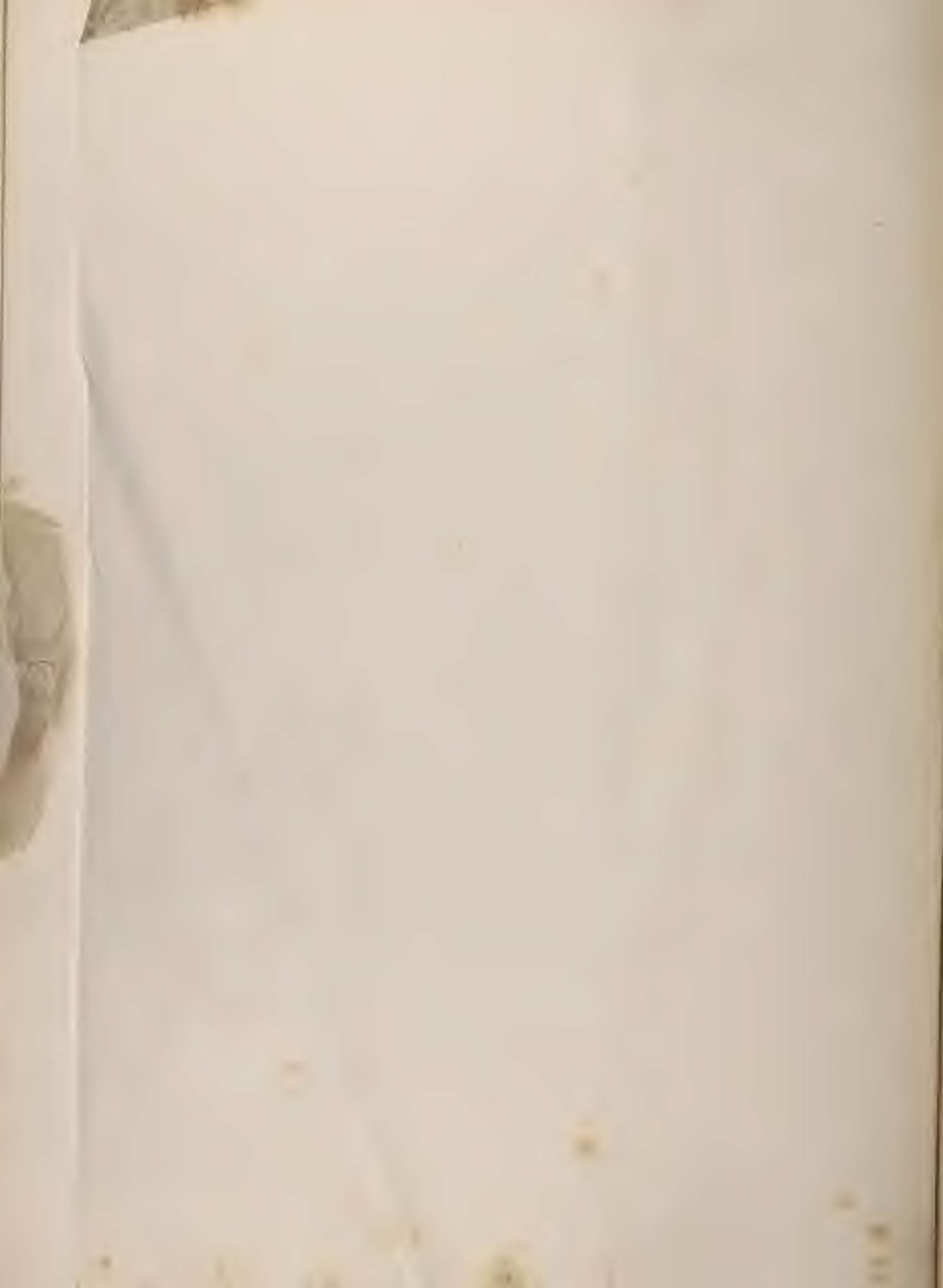


VIEWS ON MARIETTA STREET.



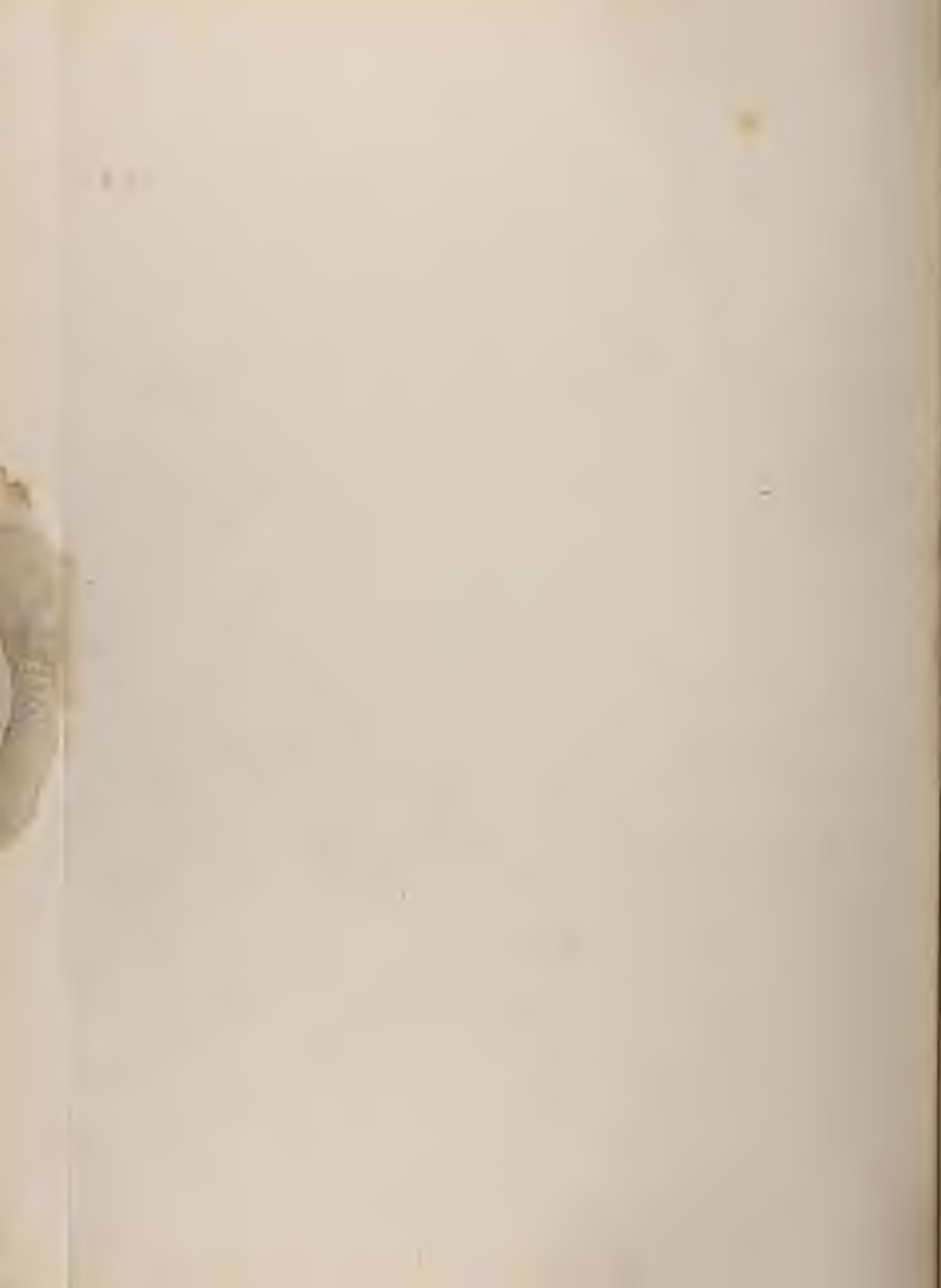


GRAND OPERA HOUSE



FORT McPHERSON U. S. MILITARY RESERVATION.







RESIDENCE OF EDWARD C. PETERS.



RESIDENCE OF JOHN W. GRANT





HOTEL ARAGON.



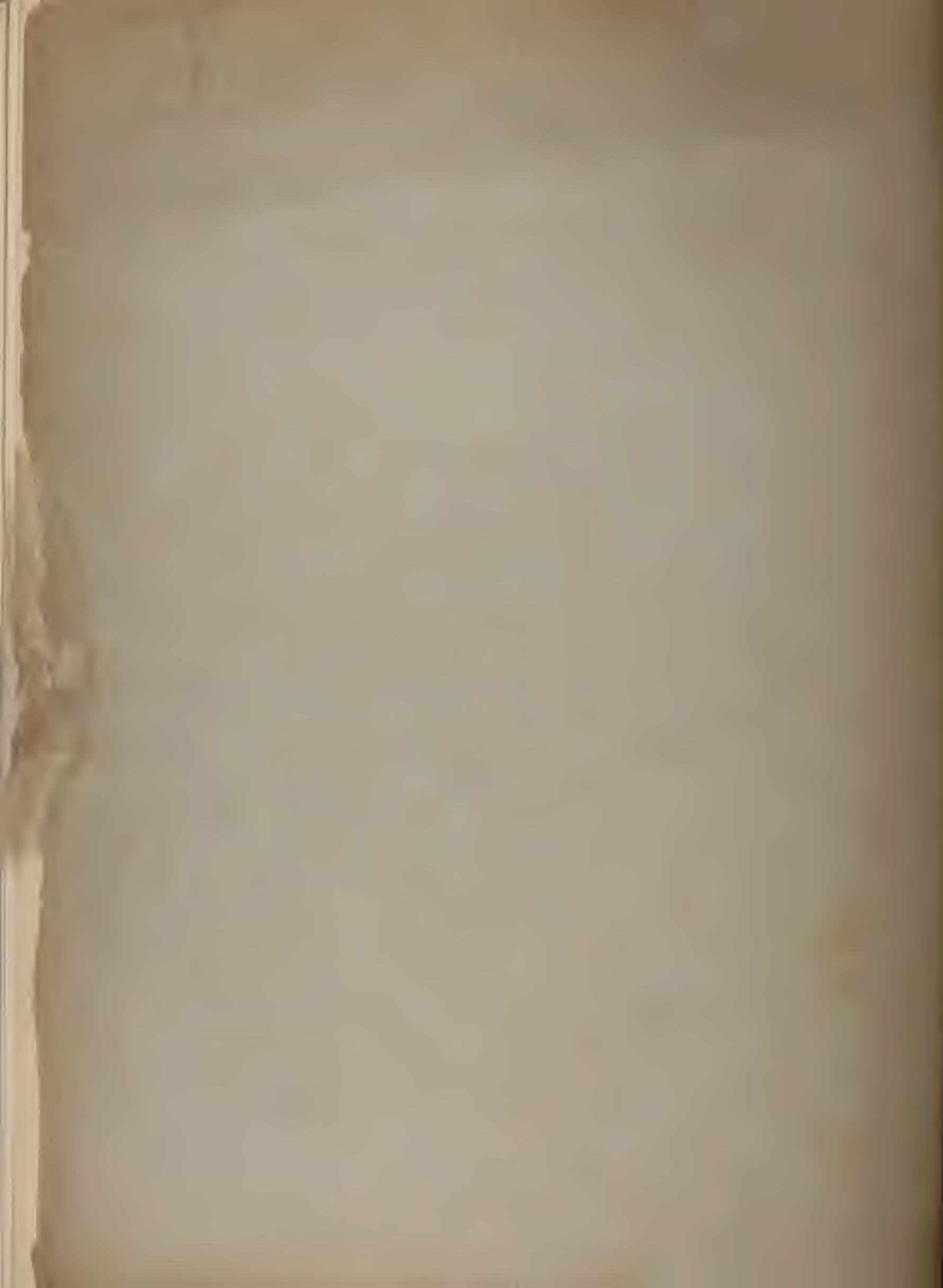


CAPITAL CITY CLUB



it being a combination structure used for the village schoolhouse on week days and the village church on Sundays. Rev. Dr. J. S. W. here preached the first sermon in this church. It was nothing more than a log cabin which served the purpose of the early educational and religious advancement of the town, and stood on the same spot where now towers the handsome First Methodist Church. The first Sunday-School was organized in this church the second Sunday in June, 1847. At that time there were but few families in the village, and consequently few children to attend Sunday-School, but from Sunday to Sunday the work of religious training went on, and from that rude log cabin went forth the ideas which have culminated in the splendid condition of morality and religious progress which now mark the population of Atlanta as one of the most advanced people of American cities. The third railroad built to Atlanta was completed to that point, then known as Mariaville, in 1846, and the arrival of the first train from Miami on the Miami & Western was received with great demonstrations of jubilation and delight. There was some excitement caused by the determination of President Mitchell of the railroad to fix the terminus of this road at an old mineral spring some distance from the terminus of the other two roads and on the outskirts of the little village. The inhabitants of Mariaville, fearing that the center of the town's business would be changed, brought all amount of pressure to bear upon the railroad officials to adapt as their terminus point the same spot where the other two roads met, this being the same spot where the Union Passenger Depot now stands in Atlanta. During this year three more newspapers were started, - the Democrat by Dr. W. H. Perrenbun, the Enterprise, by Royal & Varhorough, and the Southern Miscellany by C. R. Haseliter. But none of these papers prospered, and each of them in time failed.

About this time things were looking up in the little town of Mariaville considerably, the population had increased to three hundred or more, the Methodists were holding meetings under a cotton shed; the Baptists had determined to build a new church; Atlanta Lodge No. 30, A. F. & A. M. was organized; Mount Zion Chapter, No. 19, was chartered, and there were many evidences on every side of a general stimulation in business and social affairs, so that it is no wonder that the people of the little town determined to secure a new charter and build their city upon a broader basis. It was on December 29, 1847, that the new charter was obtained, upon



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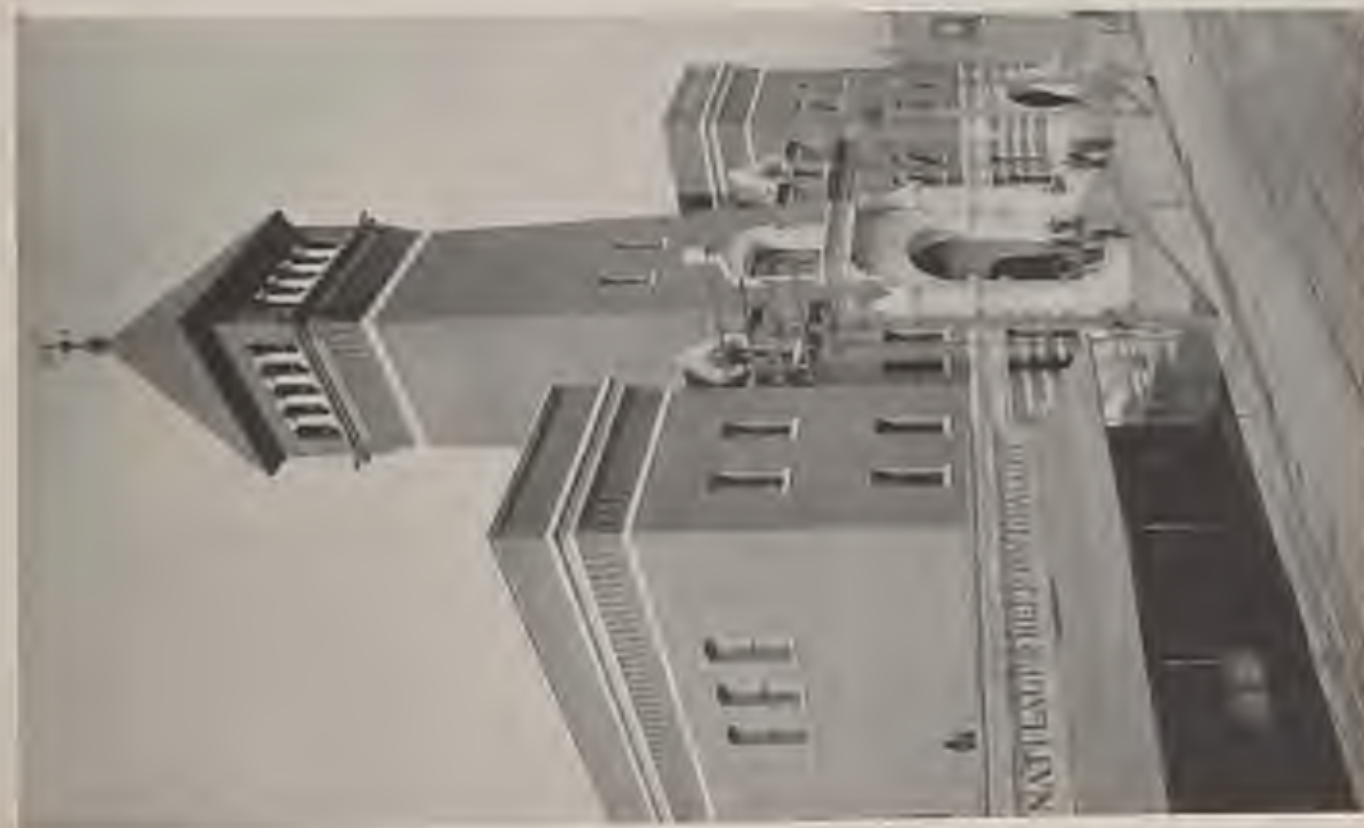
INTERIOR OF HOUSE OF REPRESENTATIVES.



LAKE AT POINT DE L'ÉTOILE SPRINGS



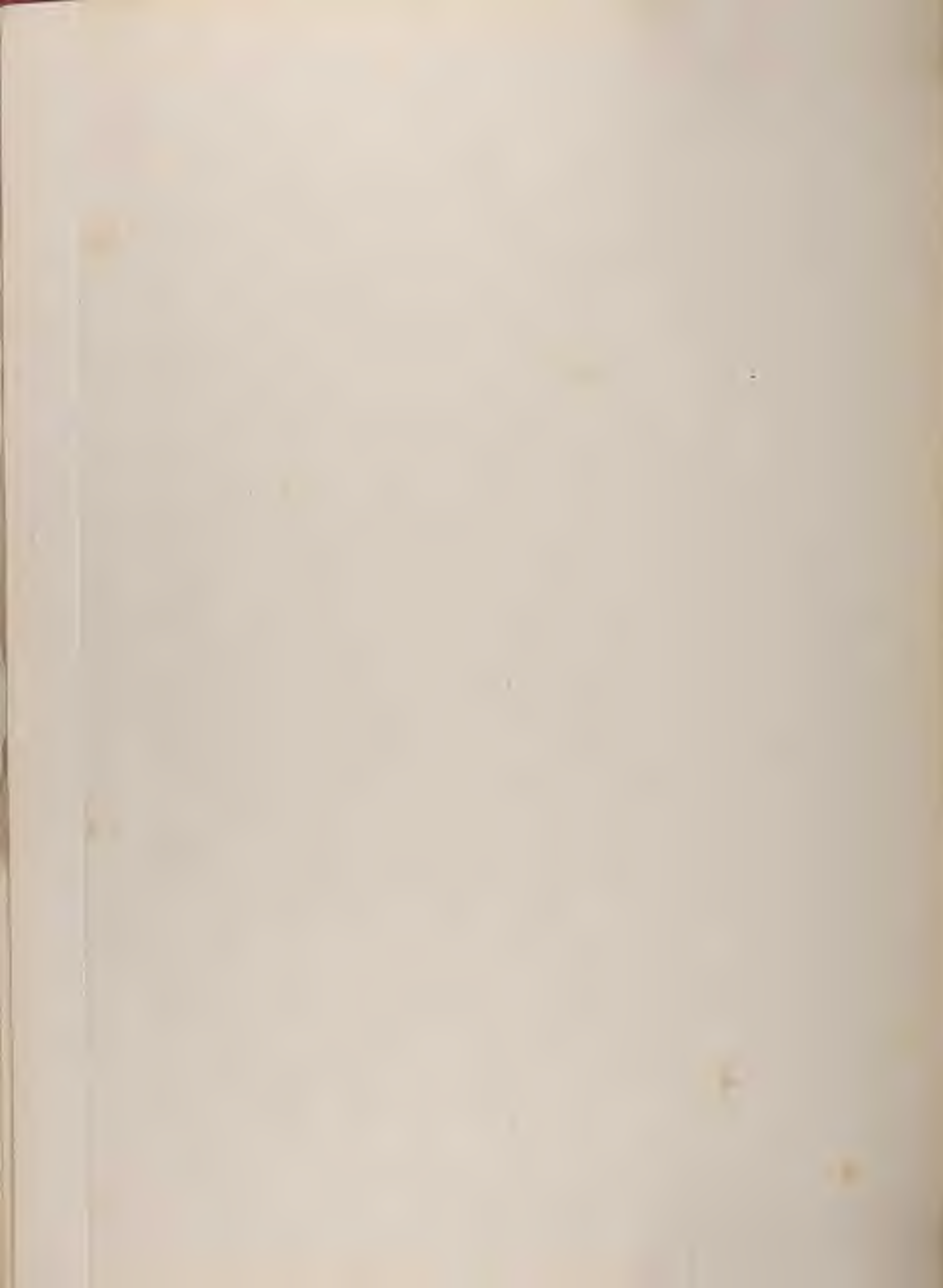




POLICE HEADQUARTERS



NEW FIRE DEPARTMENT HEADQUARTERS





VIEW OF CAPITOL FROM FOYER BUILDING





PIEDMONT DRIVING CLUB.



RESIDENCE OF J. C. FREEMAN.

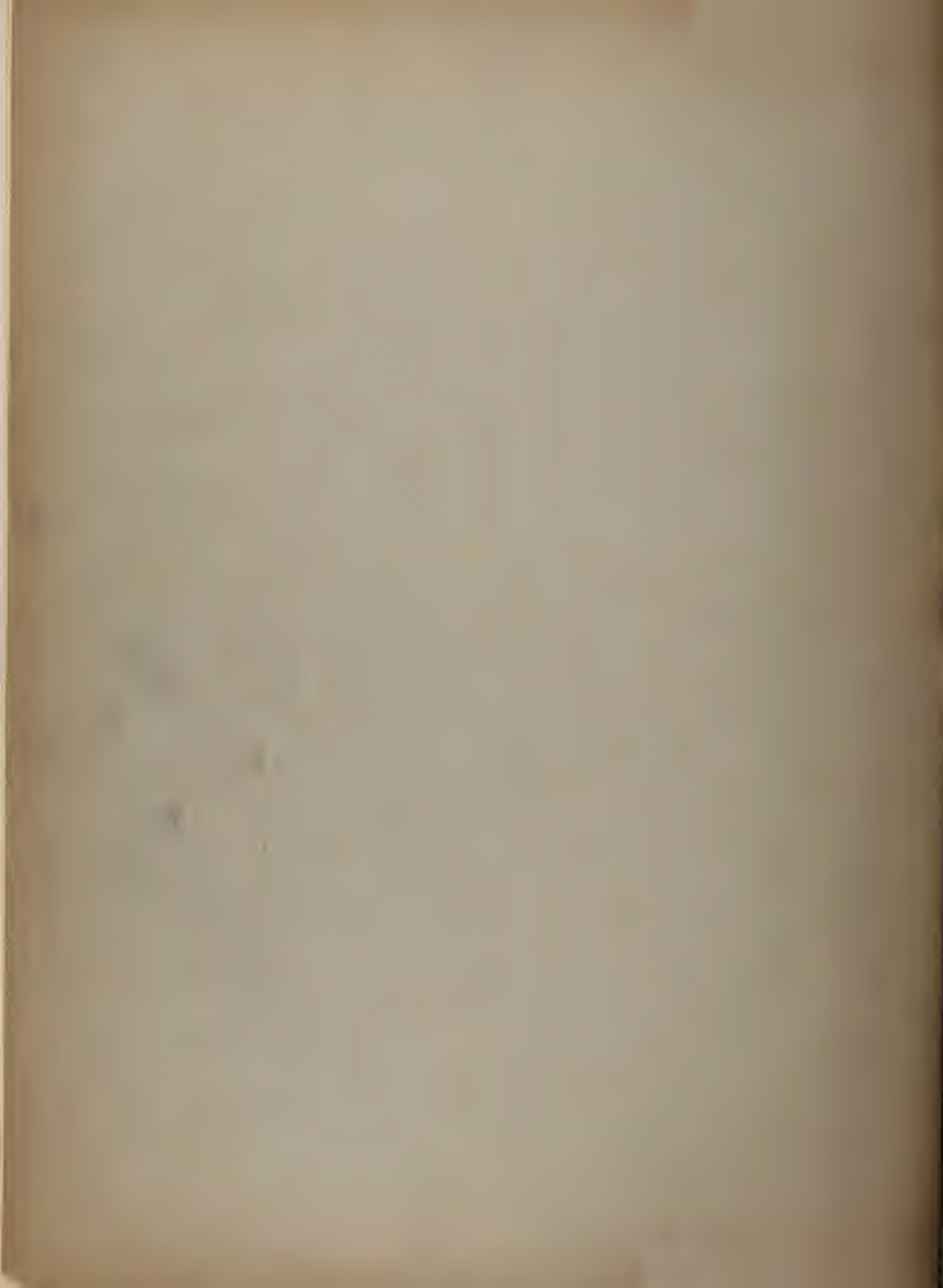




SCENE IN INMAN PARK

incorporating the "City of Atlanta," although the people had already adopted this name practically prior to the securing of the new charter. According to the records of the city, the first election for mayor and six councilmen was held January 20, 1848, which resulted in electing Moses W. Fournwall, the first mayor, and James S. Smith, Benjamin F. Howar, Robert W. Hallard, James A. Collins, Anderson W. Walton and Leonard C. Simpson, the first city councilmen. The first meeting of the council was February 3, 1848. They had many things to consider looking upon the future development of their city, and from that moment began the untiring work and united effort which has always characterized the patriotism and loyalty of the people of Atlanta for the upbuilding of their city and the fostering of new industrial enterprises. People flocked to the little town from all regions of that section, and the population grew with marvelous rapidity. Churches were organized, schoolhouses were built, storehouses went up, and Atlanta became a thriving and busy little city in very truth. The First Baptist Church was founded in 1848, as was also the First Presbyterian Church and the First Episcopal Church. The Catholics held their first public services that year, the Rev. Mr. Quinn celebrating, and at once began the erection of a building which was quickly completed. During the following year the Western & Atlantic Railroad was finished to Chattanooga by the state of Georgia, and three years afterward the Atlanta & West Point Railroad was completed to West Point, Georgia, under the principal direction of the Georgia Railroad. The railroad interests of the town were prospering handsomely at this period, and necessarily brought Atlanta into prominence even at that early period as a trade center of the region, with many promises of the fulfillment of the prediction of the great statesman, John C. Calhoun, who had ventured the opinion that Atlanta someday would become the great inland city of the South.

From 1850 to 1860 the young city lived a most prosperous decade, and during that time the increase of population on an average was more than 1,500 a year. The town had built to wonderful proportions, and notwithstanding the commercial crisis of 1857-58, the young Georgia city thrived with a growth that was both substantial and rapid until the census of 1860, when it was shown that Atlanta was in point of population and significance the fourth city of Georgia. In 1854 the City Hall and Courthouse, a structure with dimensions 72 x 100 feet, two stories high,



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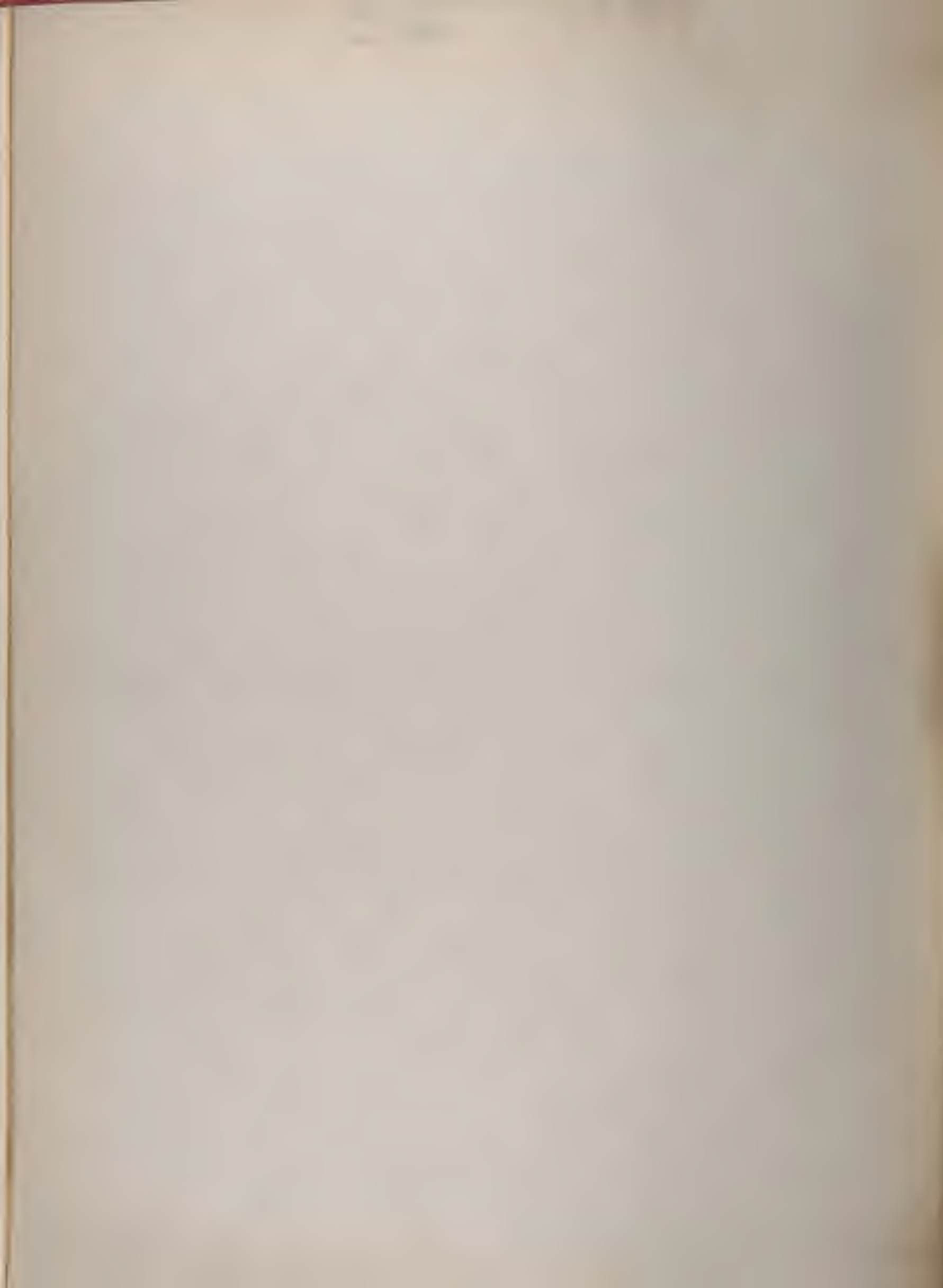
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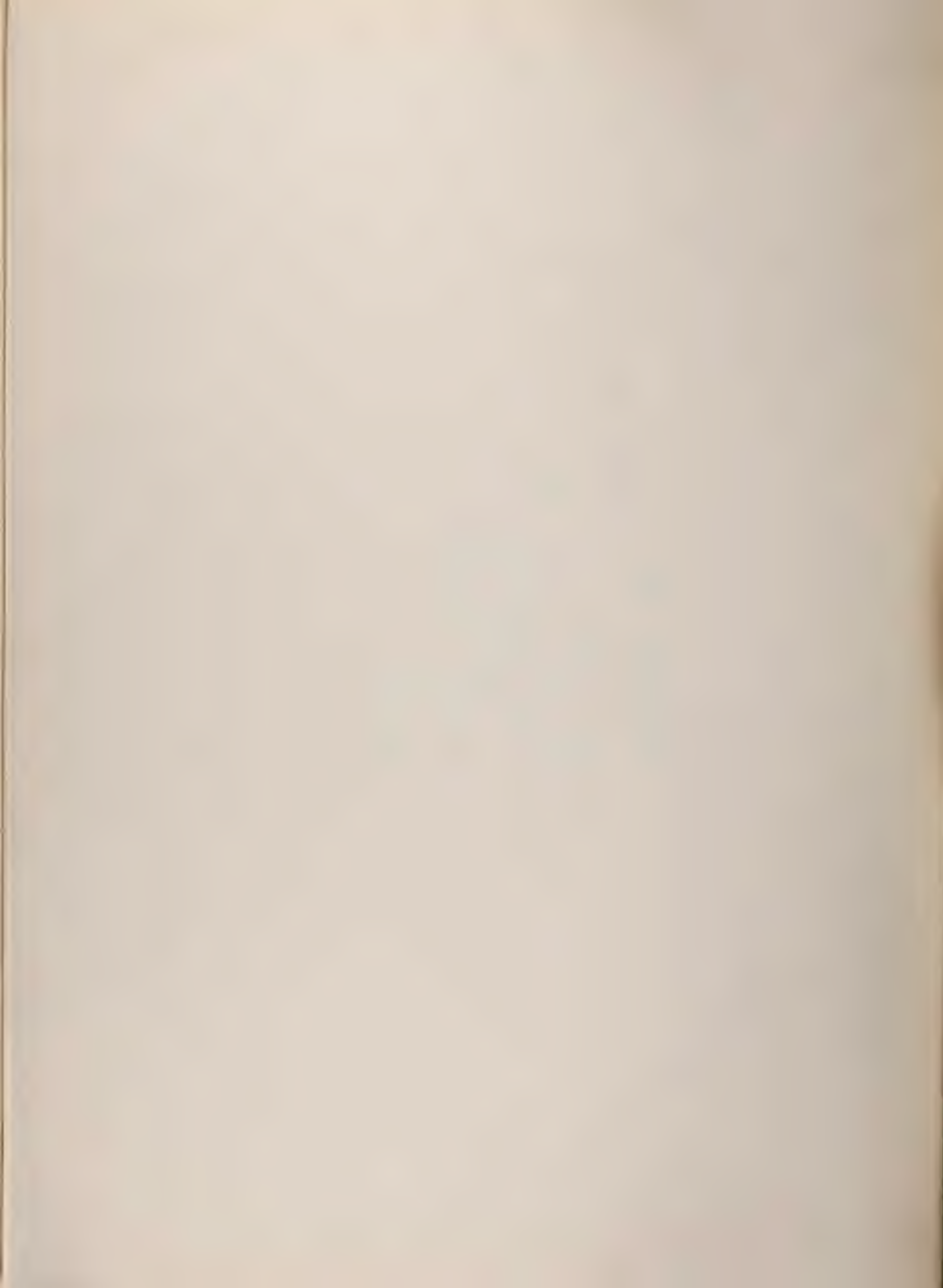
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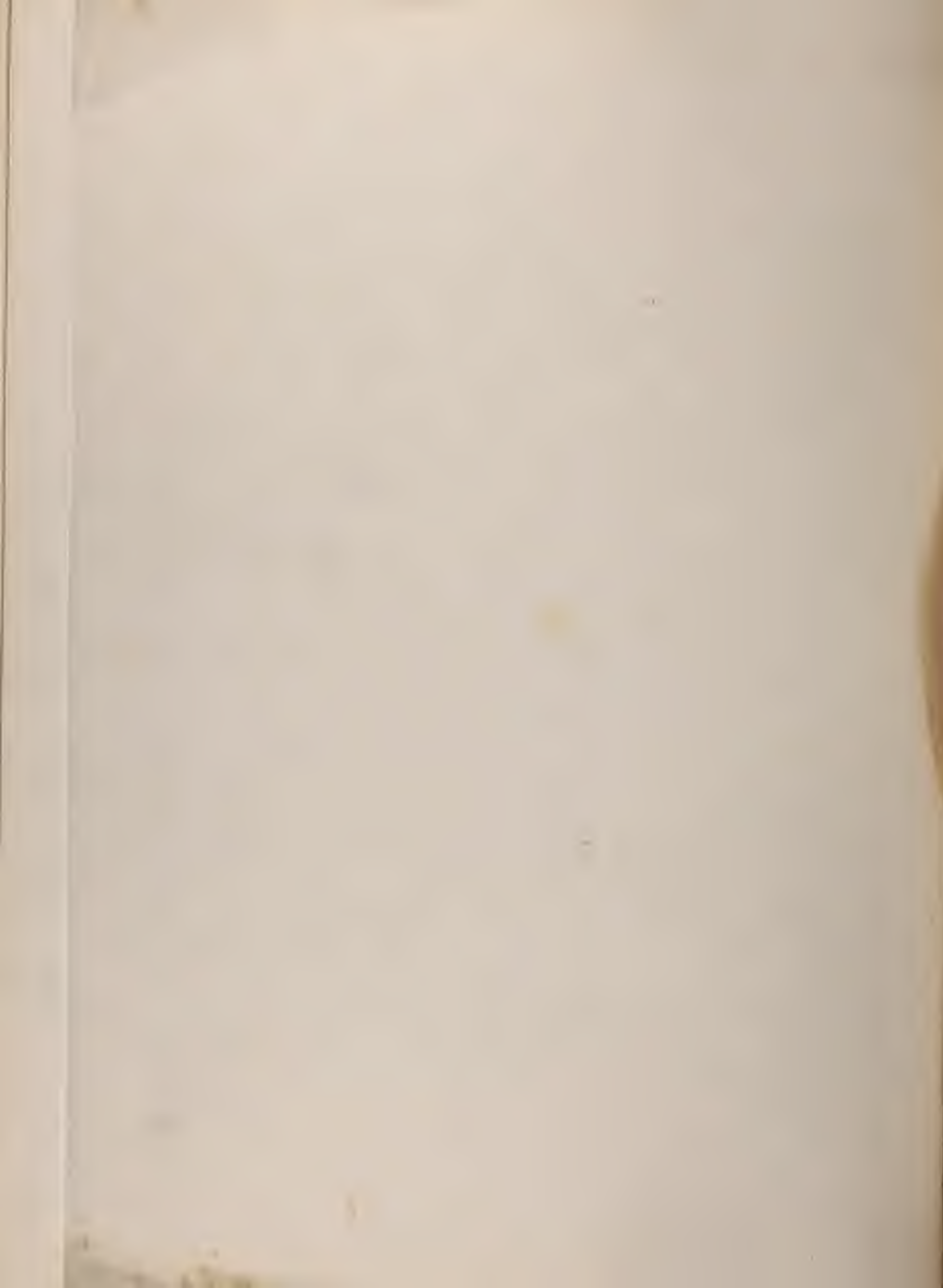


INTERIOR OF STATE LIBRARY





WHITEHALL STREET





SCENES AT OLD WATER WORKS







RESIDENCE OF JULIUS BROWN.



RESIDENCE OF JAMES W. ENGLISH AND
JOHN D. TURNER.





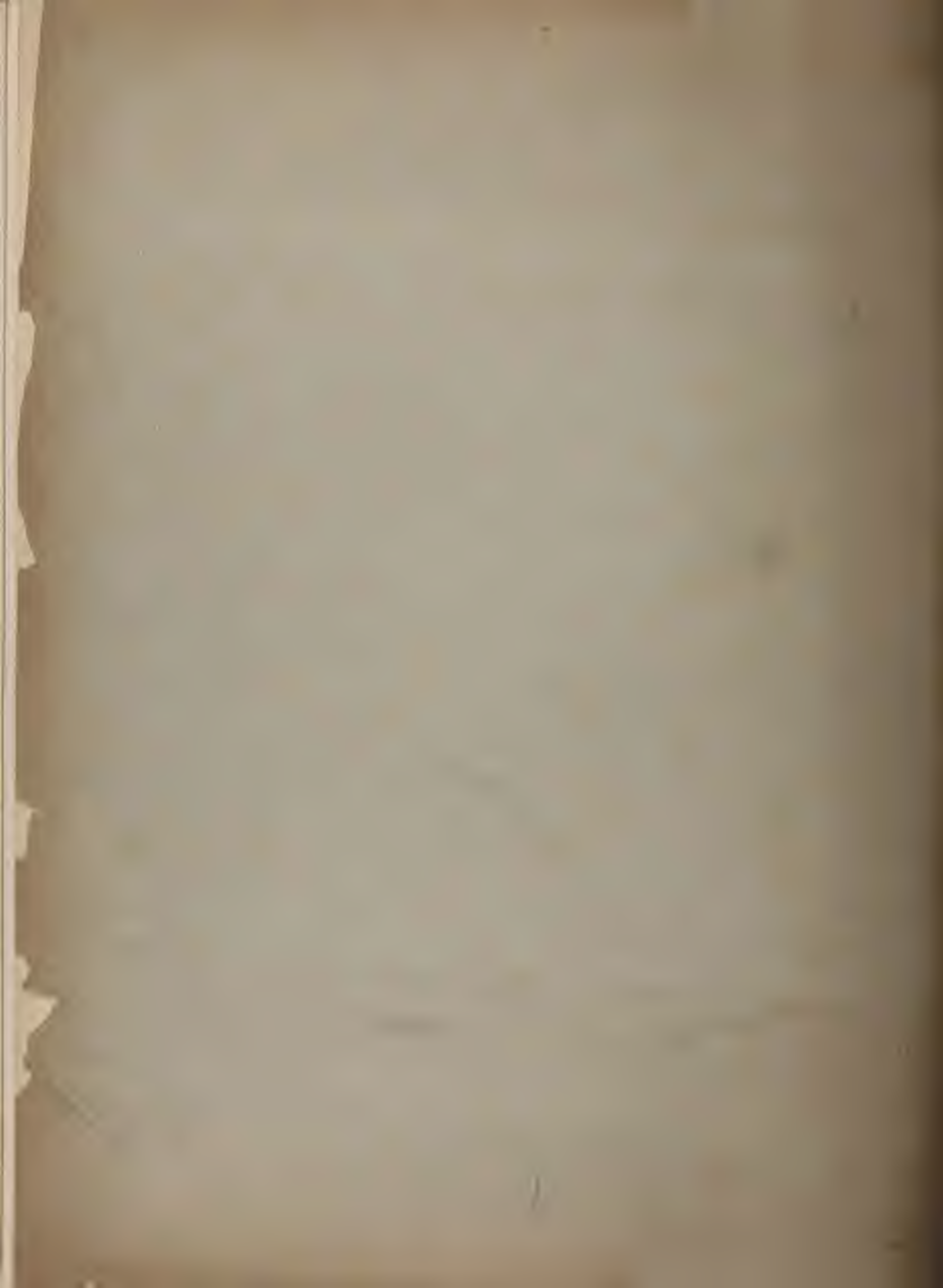
COURT HOUSE





MORRIS BROWN COLLEGE AND ROLLINS COLLEGE

was undertaken at a cost of \$33,000. What was known as the Athenaeum, the first theater, was erected in 1855. Important enterprises were established, including the first company for the manufacture of gas, the Bank of Fulton, which was the first bank, the Atlanta Medical College, whose first sessions were held in the old City Hall, many new grocery stores and many church organizations of varied purpose increased numerously. In 1858 the Central Presbyterian Church, which is now one of the most beautiful and attractive granite structures in the city, raised to the living Jehovah, was organized with thirty-nine members, with Dr. L. F. Logan and John Hay ruling elders. In the same year the first Young Men's Christian Association was organized, with Sydney Root president, and during the same year the Ulsterian Benevolent Society was organized, under R. T. Lamb, president. Masonic lodges were established here and there from 1852 to 1856 and in 1860 the Independent Order of Odd Fellows found a new dwelling in this city. Atlanta began to assume proportions of metropolitan ideas, and all sorts of social and religious organizations were established. The military history of the town dates from June 8, 1857, when the City Guards, Atlanta's first military company, was organized, with George H. Thompson captain. The first City Directory was published in 1856, which contained nearly fifty pages of advertisements and was full of information exceedingly interesting to him who looks back over the period during which it was published. According to information given at this time Atlanta showed a population of 13,500, and the assessed value of real estate in the same year was \$2,700,000, while the sale of goods ran up to \$3,000,000. This brief review of the antebellum history of Atlanta serves to show to what proportion the city had grown up to a time when by the destiny of war it was to fall. There are many citizens of Atlanta alive to-day who tell in their daily talks of the first blow that struck the prosperous little city in its career to wondrously increasing prosperity. The year 1861 found the entire South under the shadow of the war cloud, and Atlanta's progress came to a perfect standstill, with every trade paralyzed and her loyal population flushed with the impulse of war. All classes of people rushed hither and thither to their former homes in the South, depopulating the town to a wondrously small figure, and until Atlanta became one of the military centers and supply depots of the Confederacy it wore the aspect of loneliness and desolation. Several manufactories were established, it is true, during



PART

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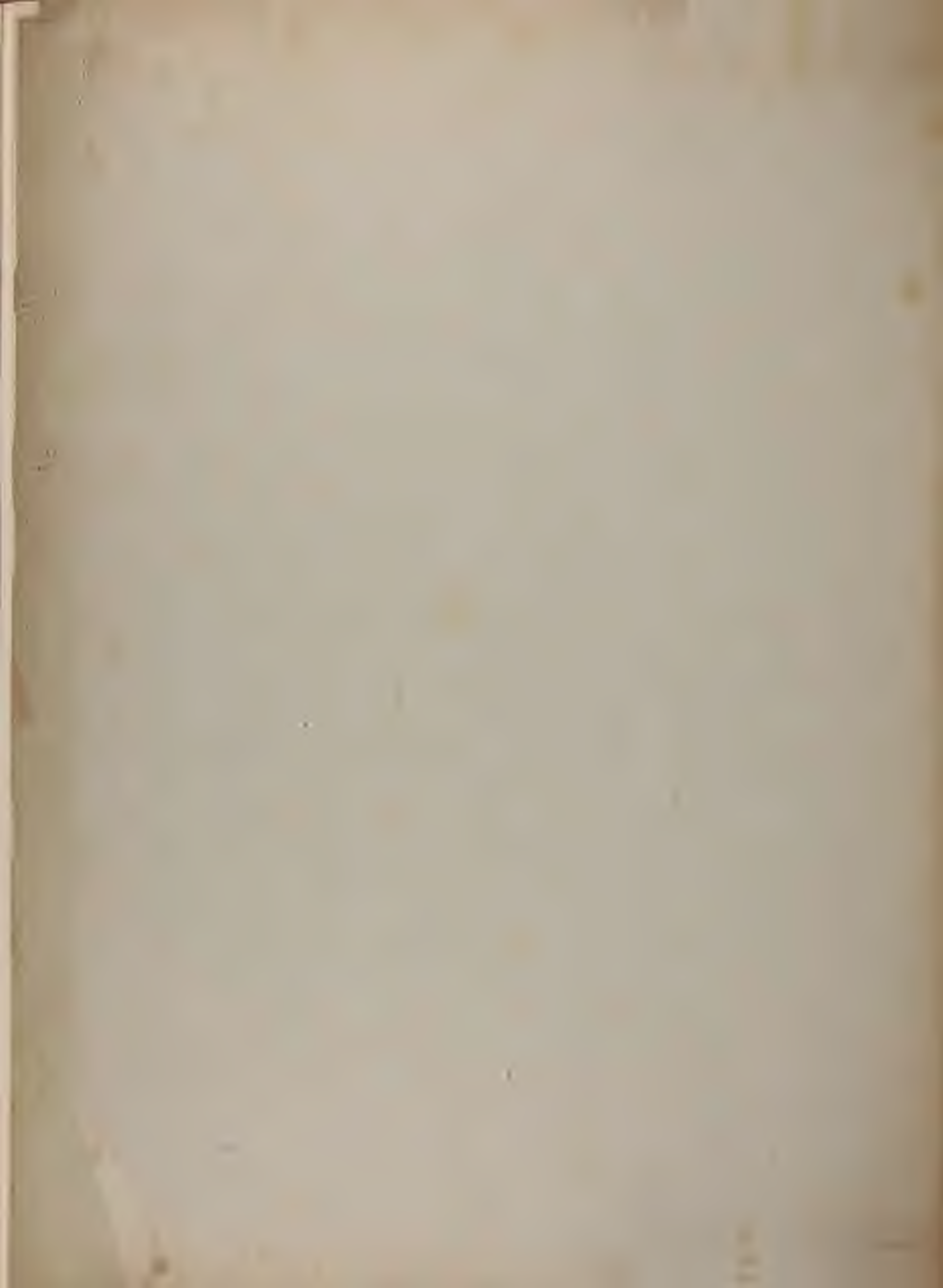
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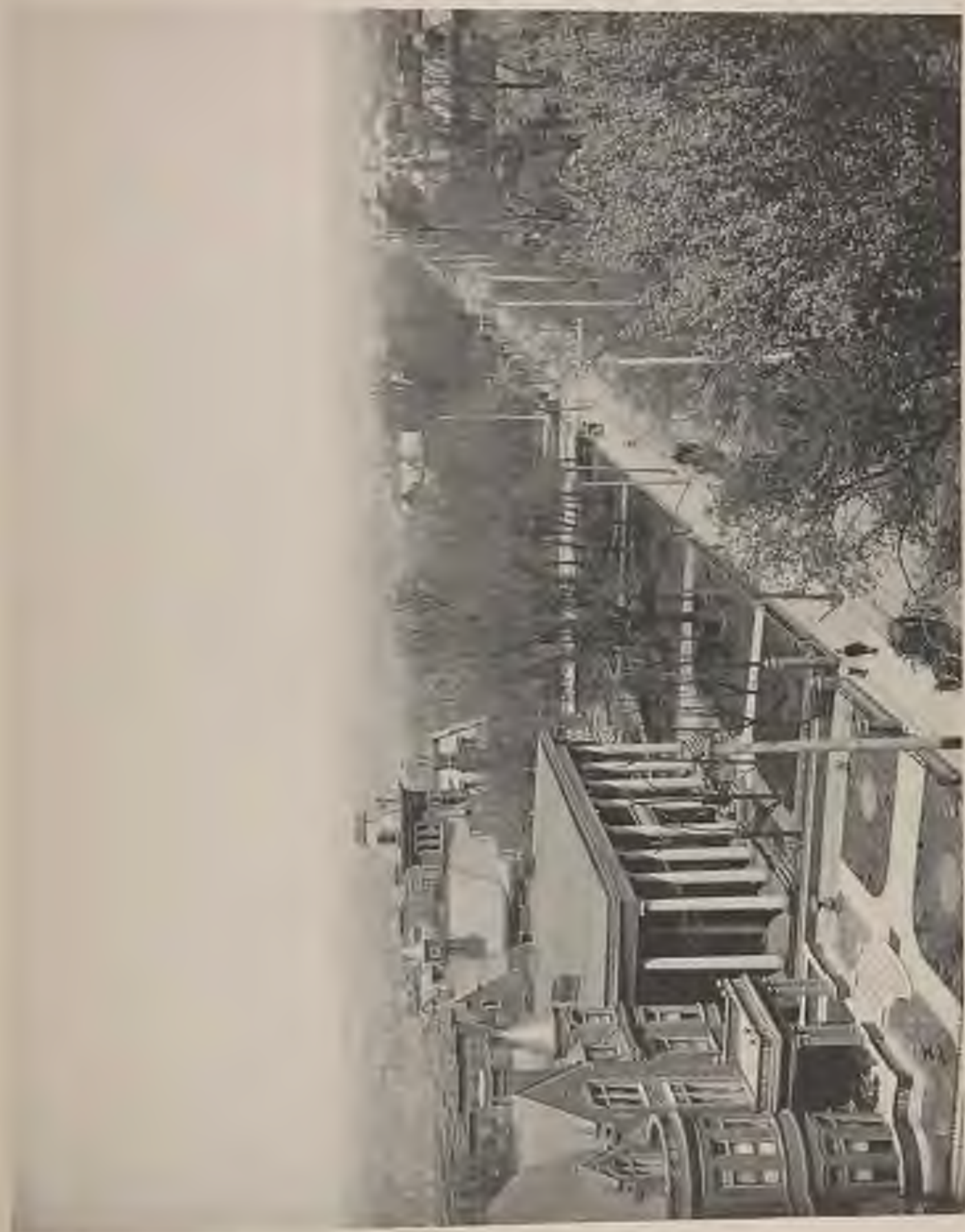
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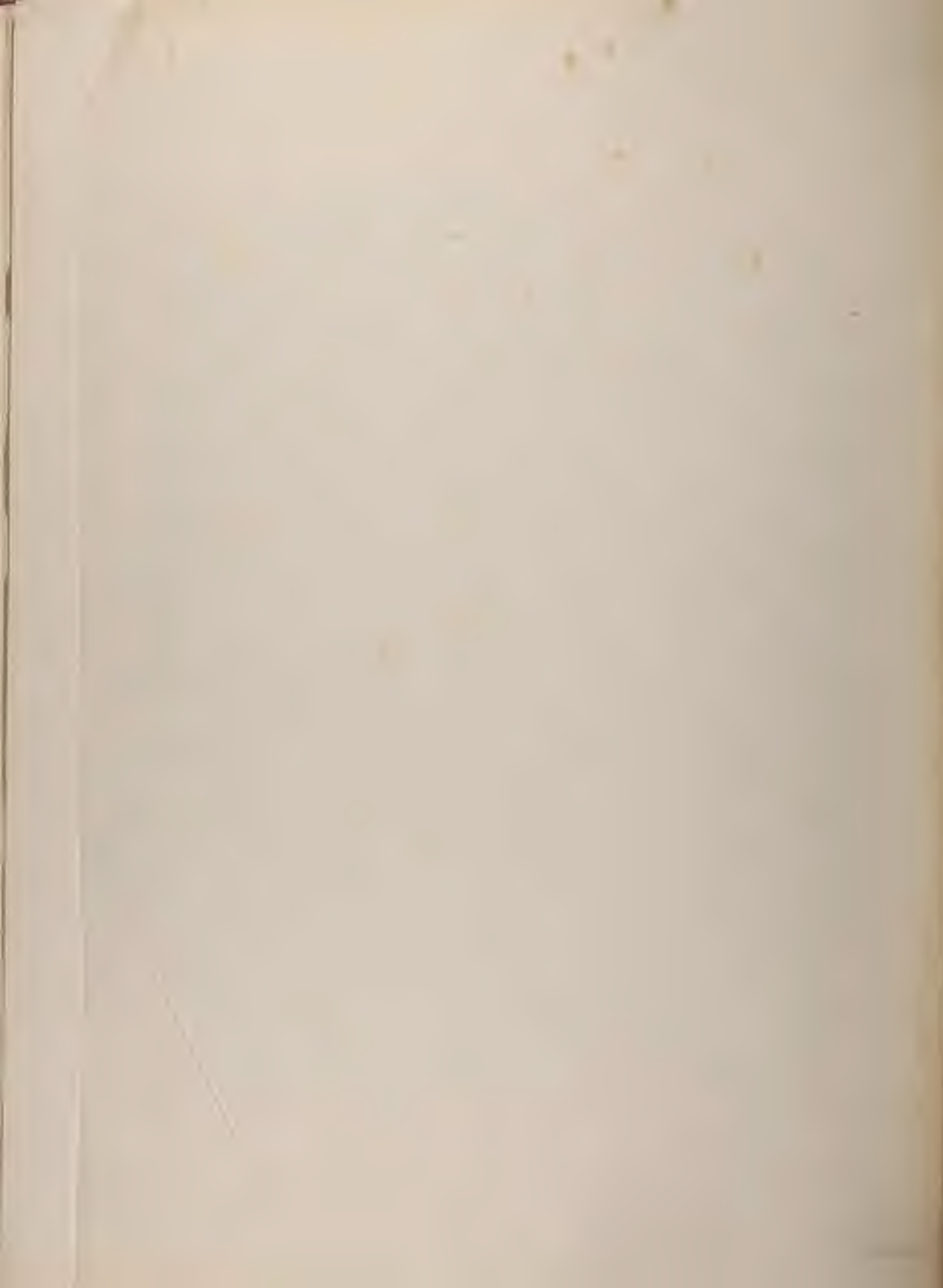
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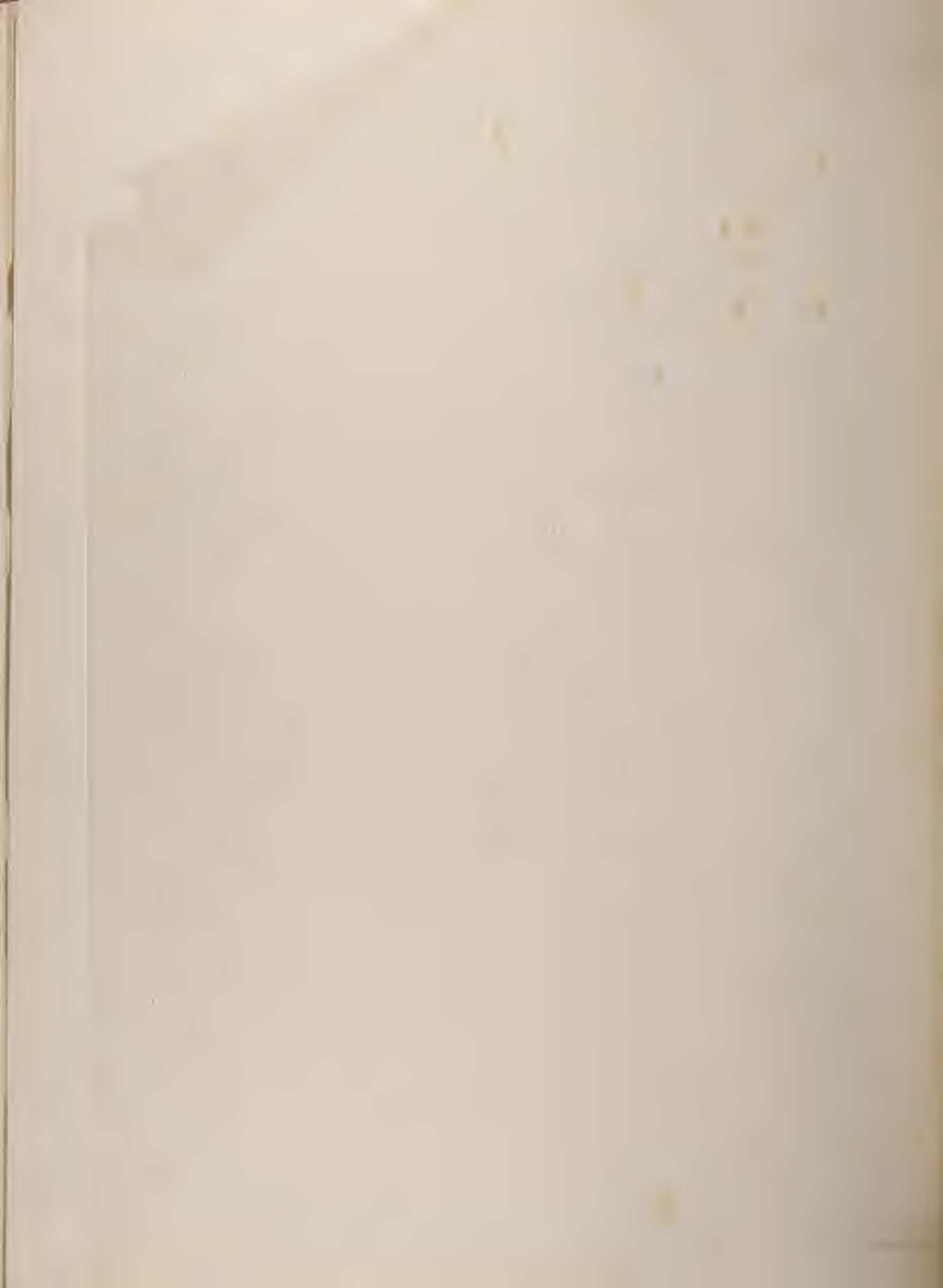


PEACHTREE STREET FROM HOTEL ARAGON





SCENE ON ALABAMA STREET.

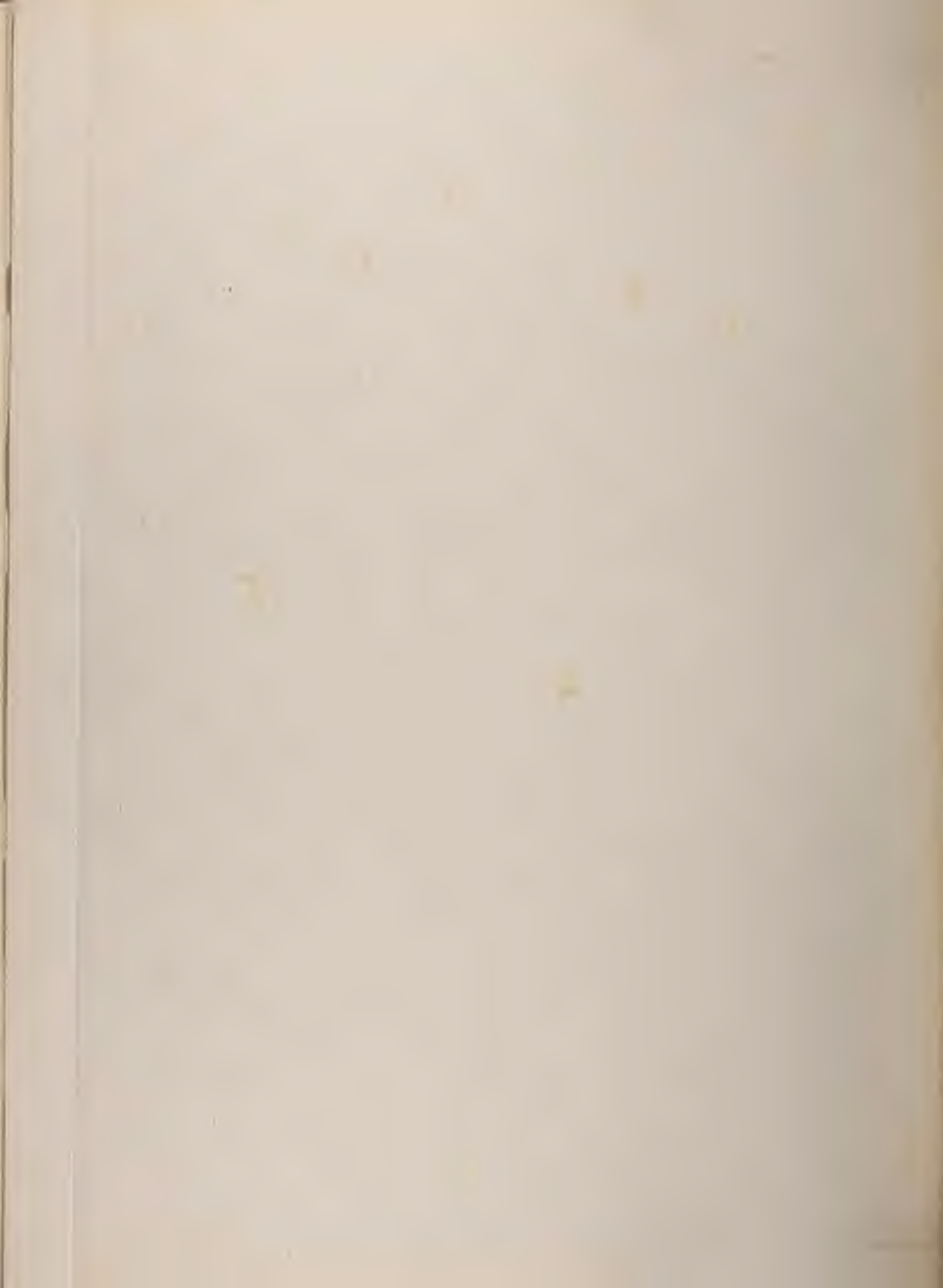




FORT WALKER—GREAT POND



MC PHERSON MEMORIAL.

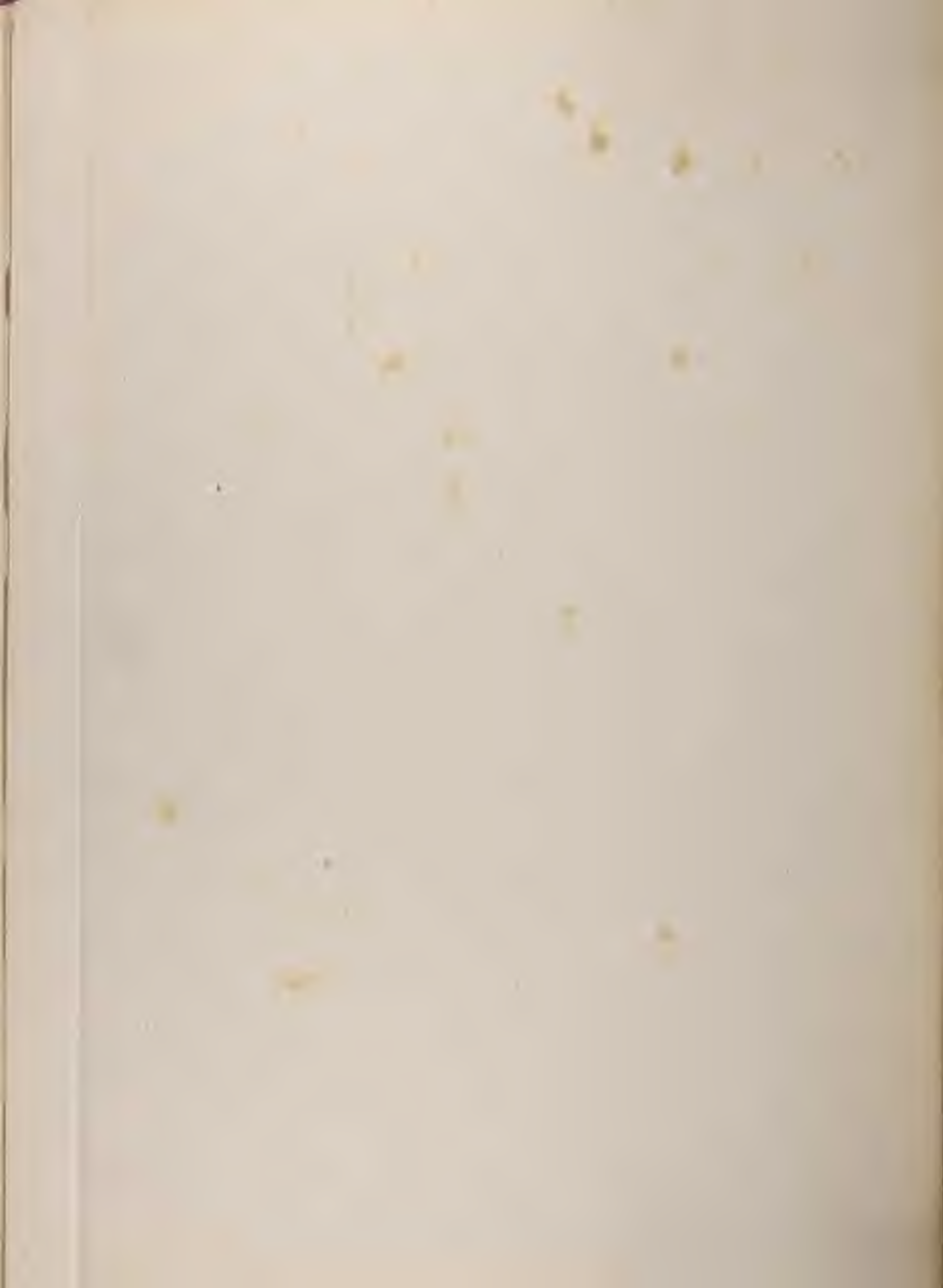




RESIDENCES ON EDGEWOOD AVENUE.

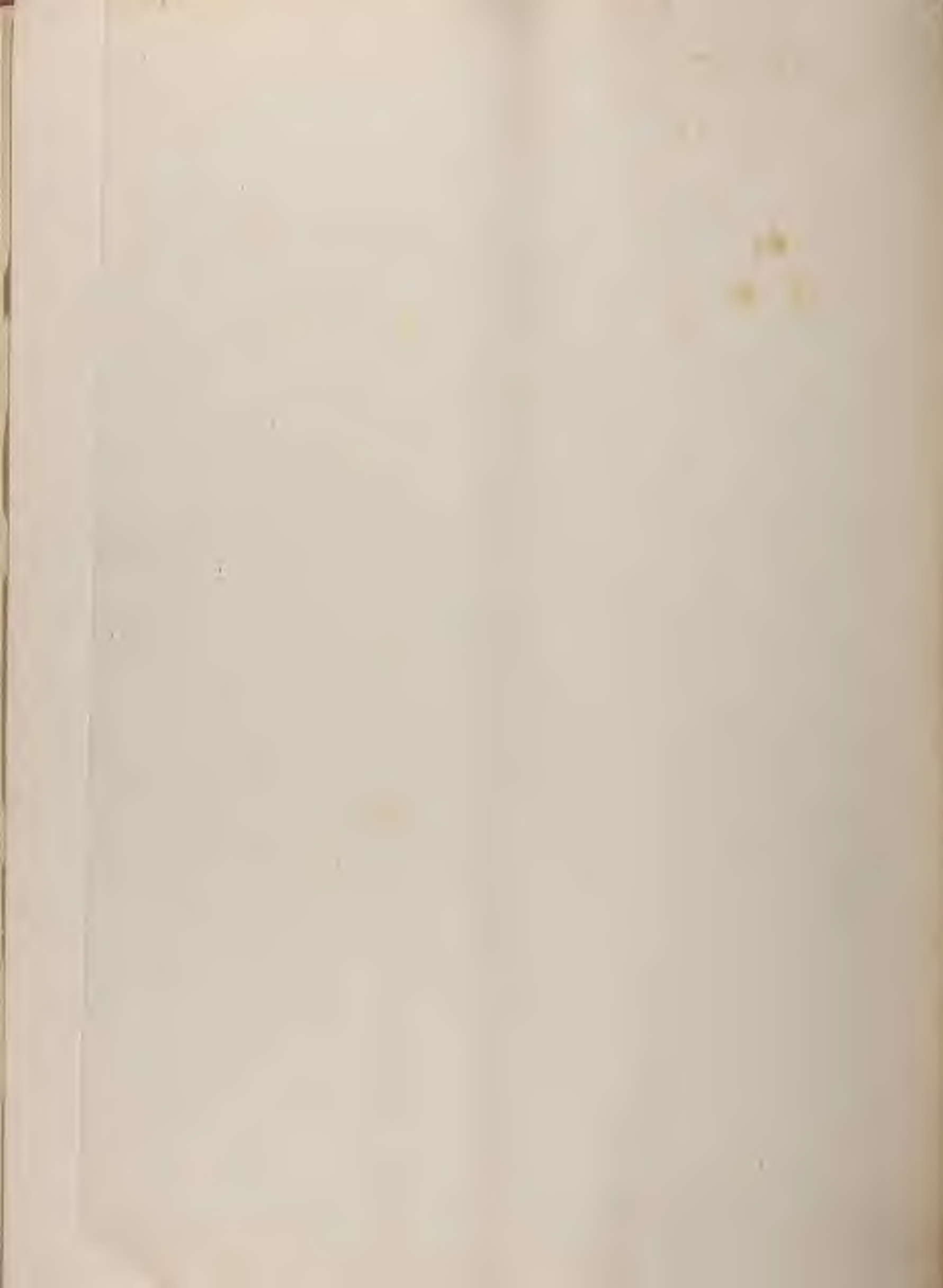


RESIDENCES ON PIEDMONT AVENUE.



GEORGIA SCHOOL OF TECHNOLOGY







V. M. C. A. BUILDING.





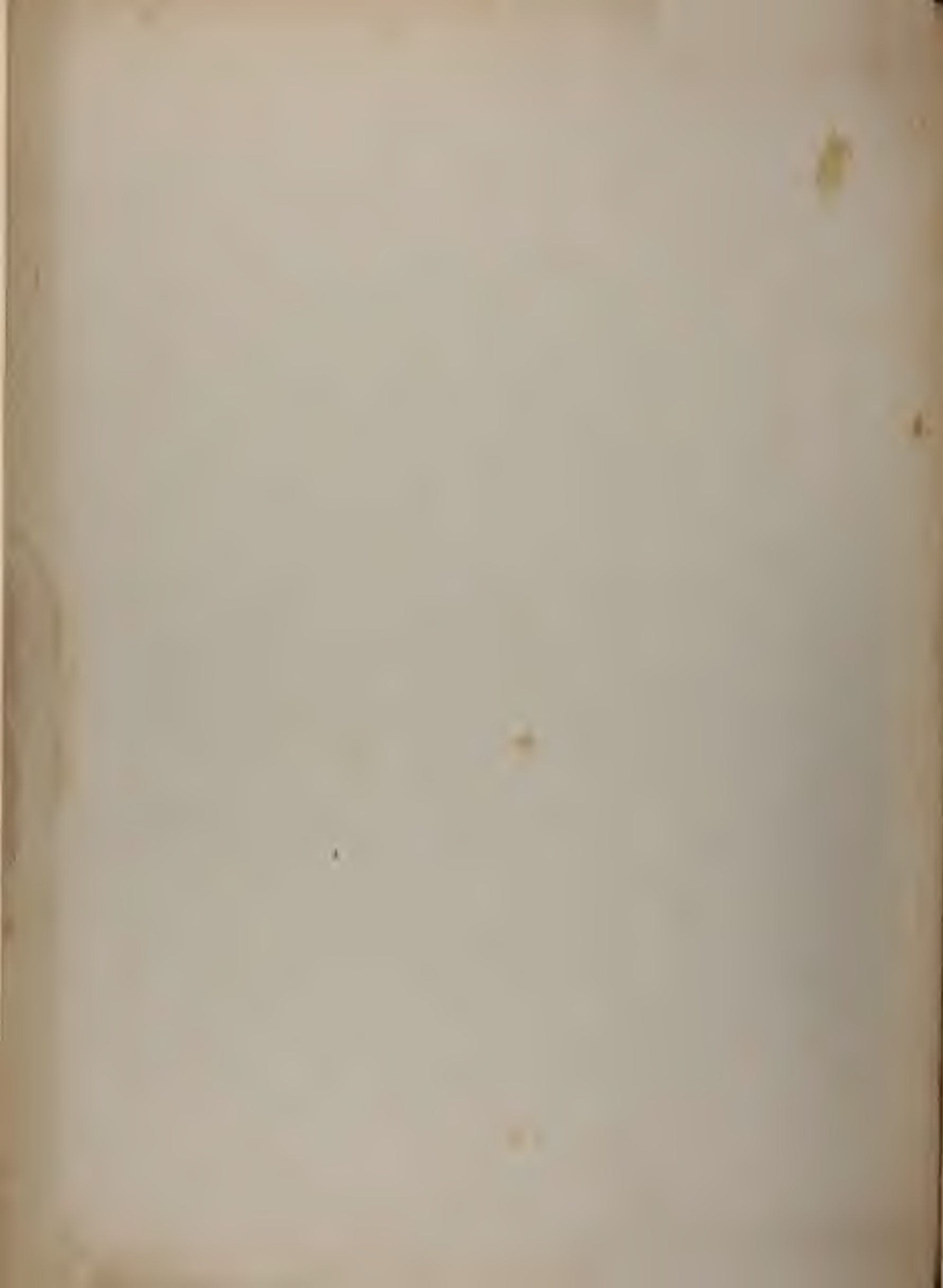
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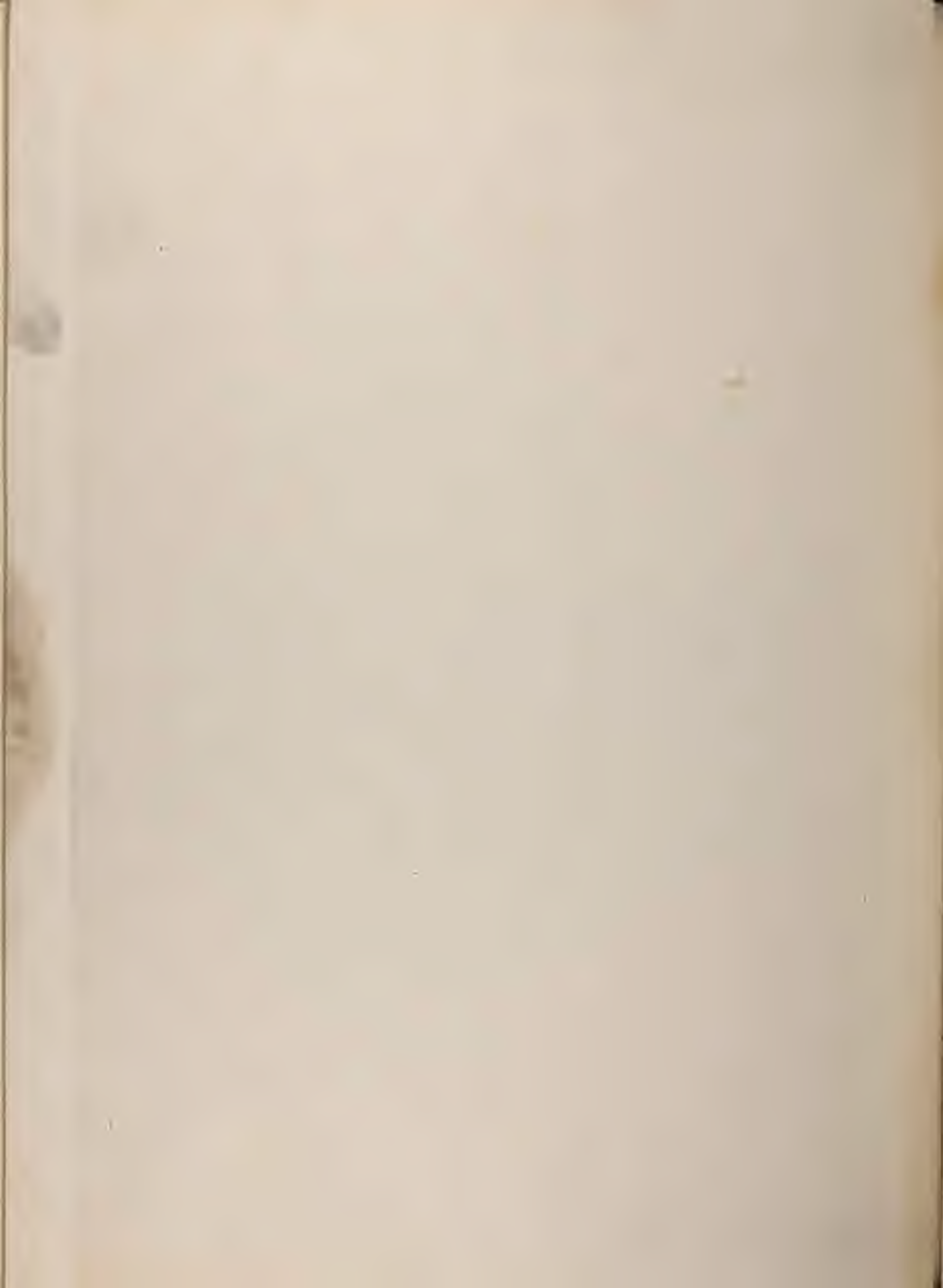
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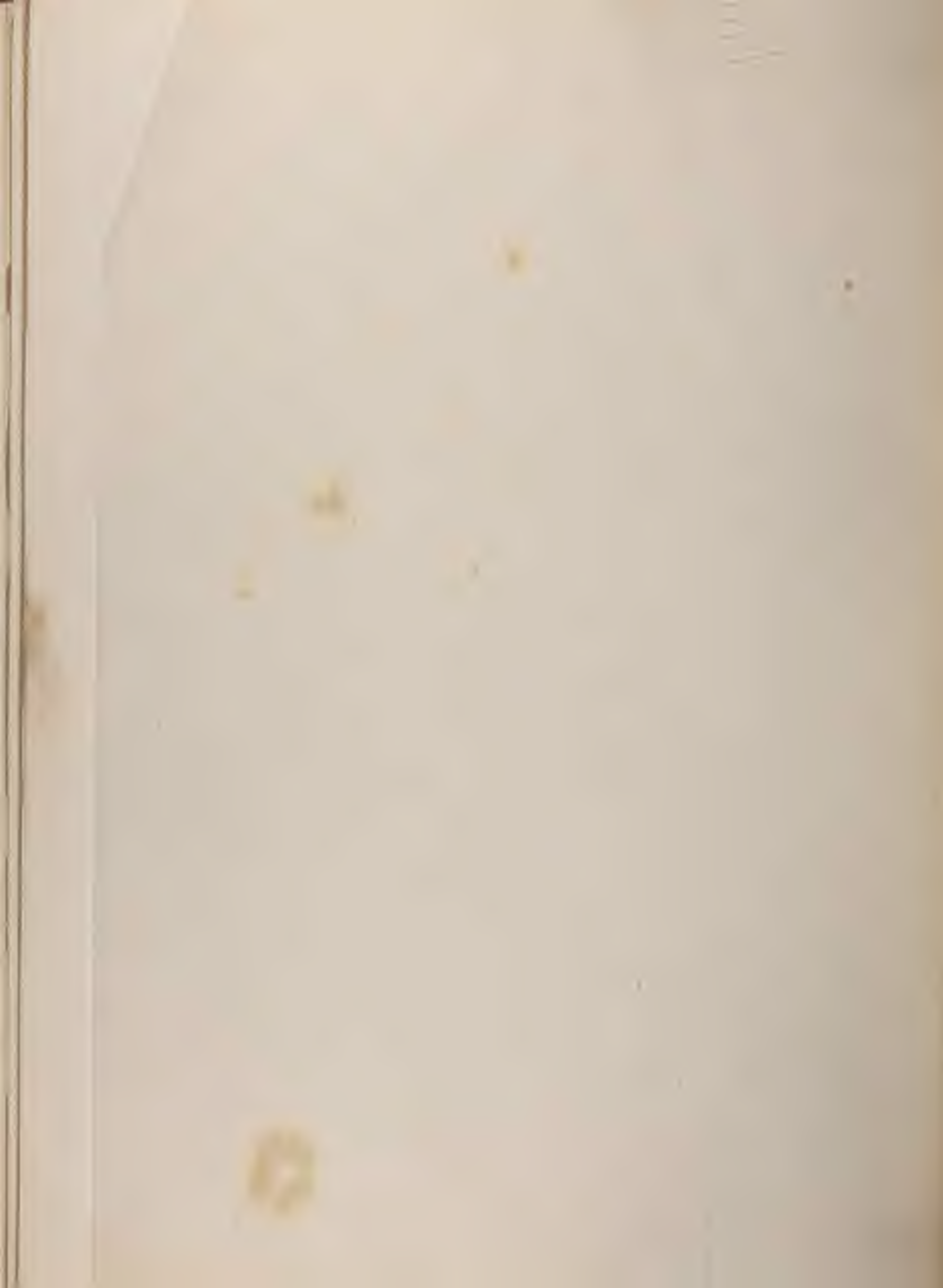


LAKE VE POXCE DE LEON SPRINGS.





THE KIMBALL

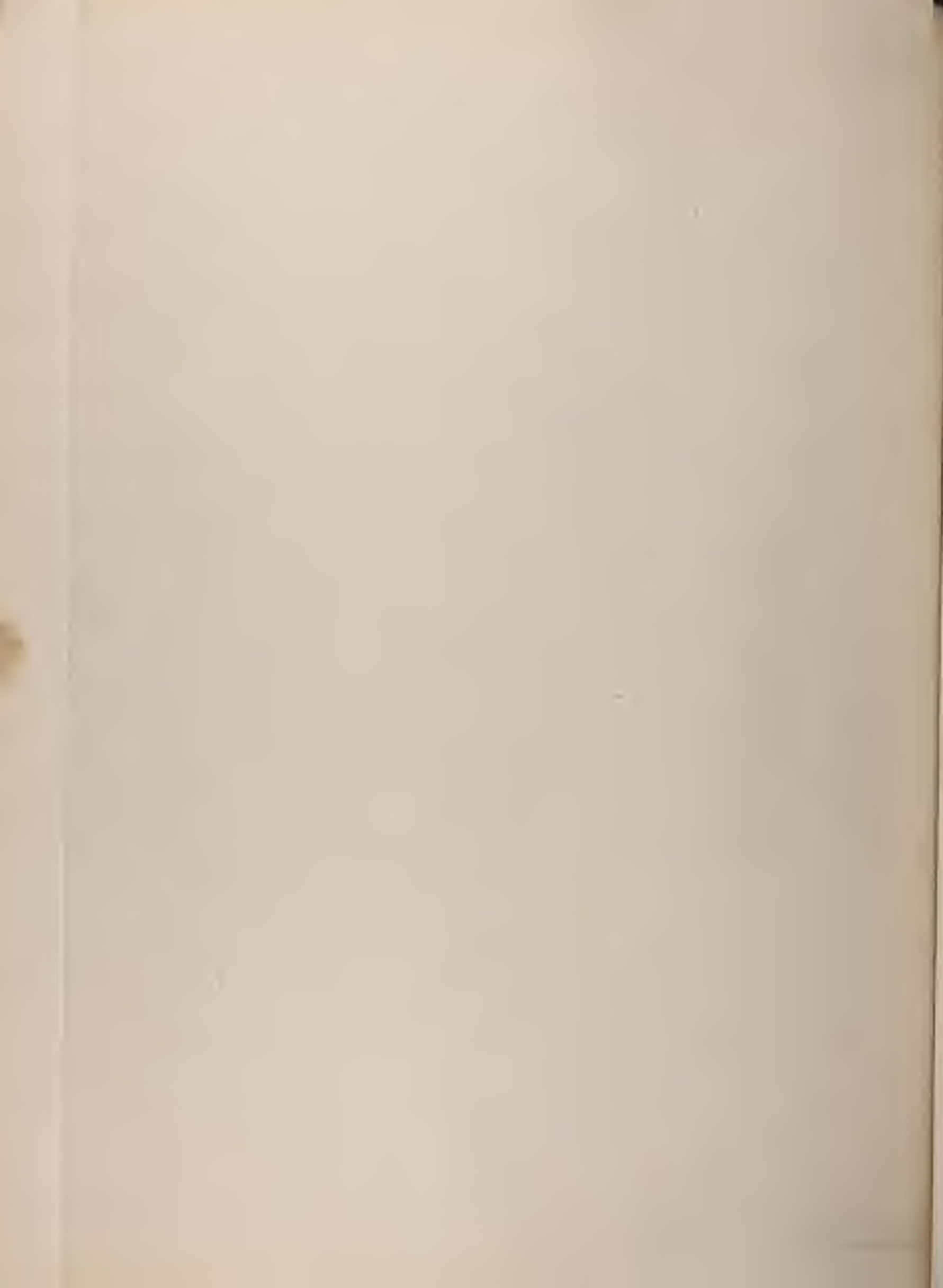




RESIDENCE OF MRS. A. M. ROBINSON

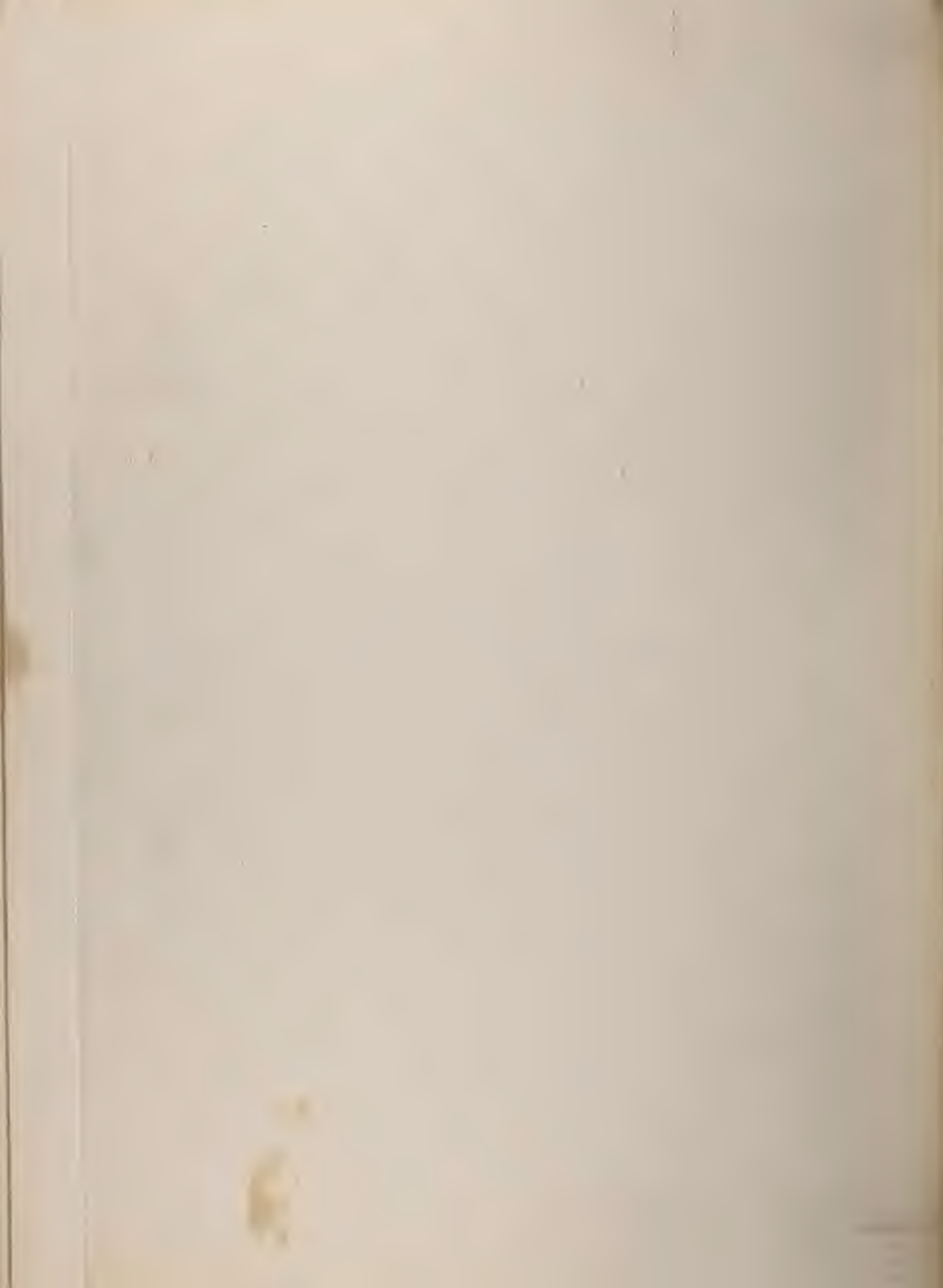


RESIDENCE OF W. E. REAGAN





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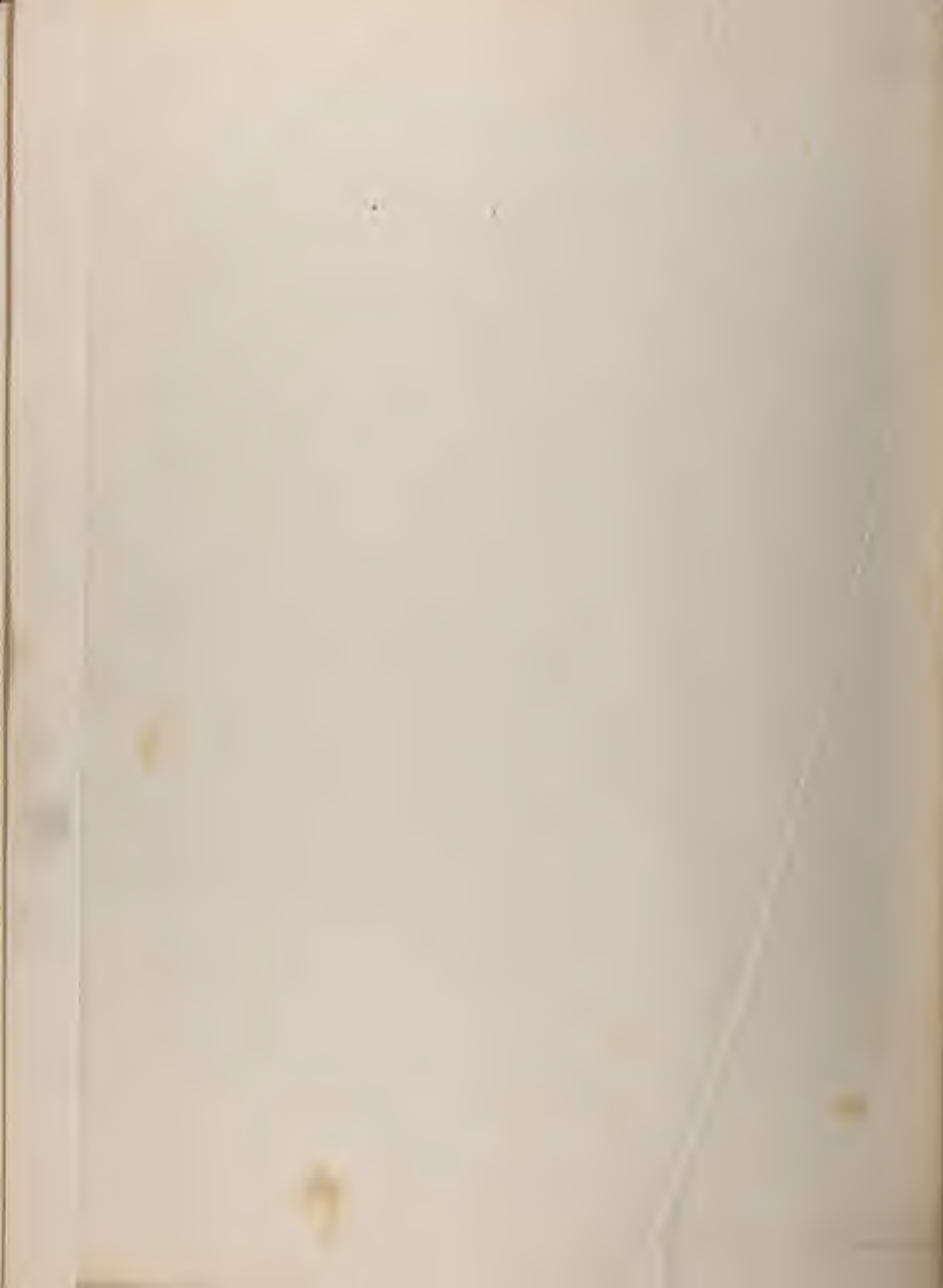




RESIDENCE OF JAMES M. STEPHENS.

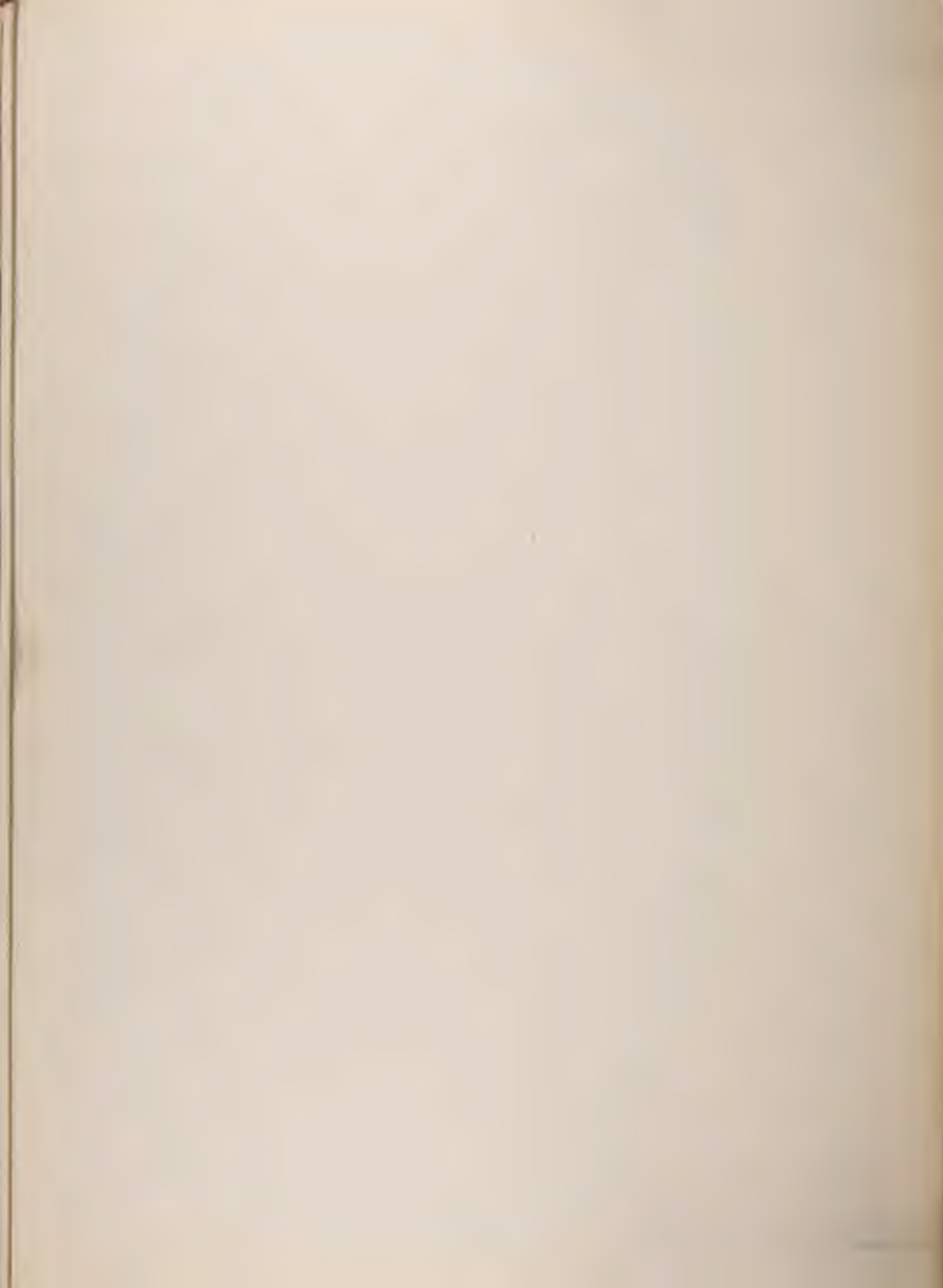


RESIDENCE OF JAMES W. POPE.





INTERIOR GRAND OPERA HOUSE

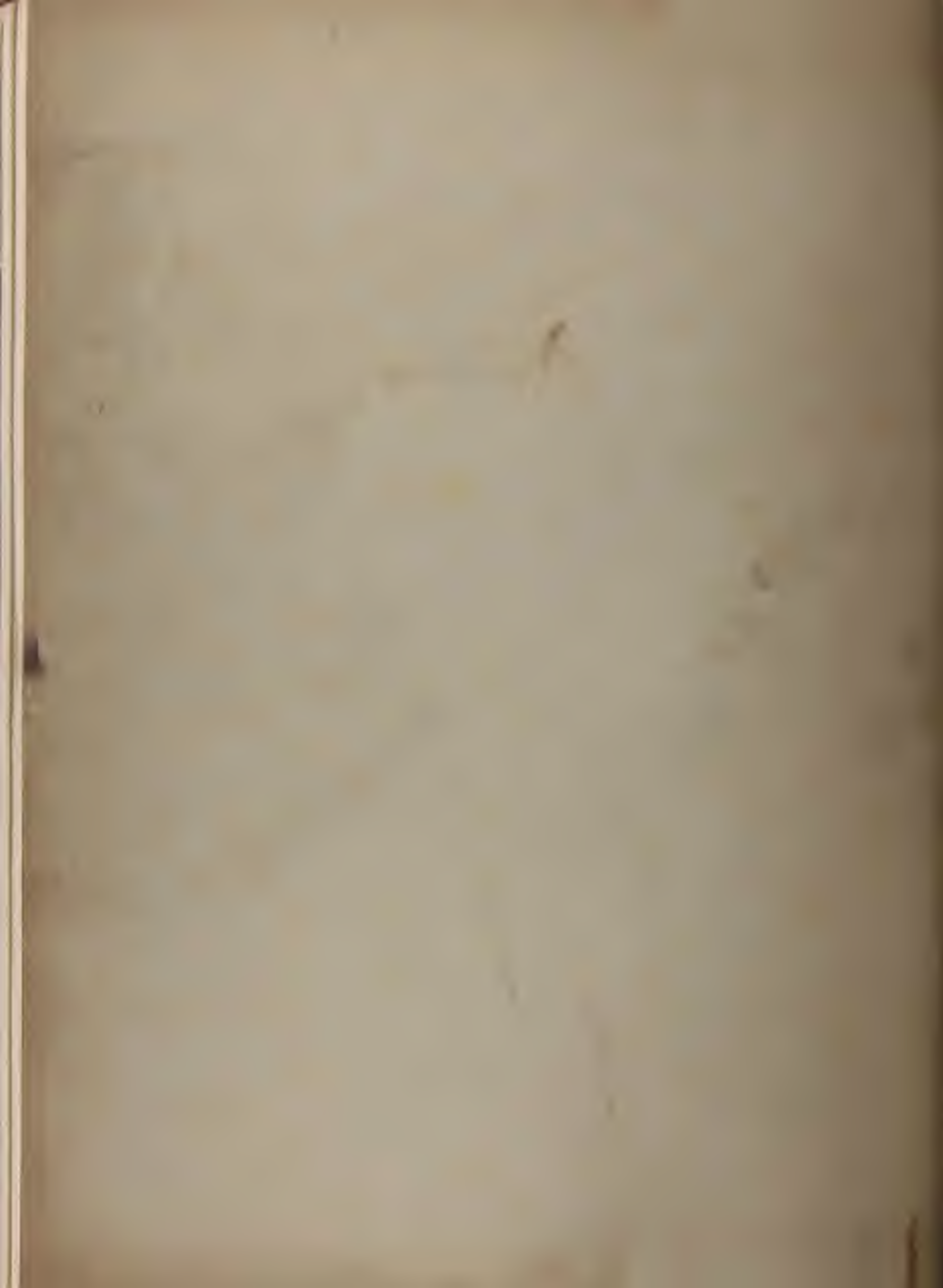


About these fierce battles were fought, and many a brave soldier laid down his life. On the 10th of July the forces of General Sherman, aggregating 100,000 effective men, began an encircling march toward Atlanta; his right, under Thomas, forced a line of battle along Peachtree Creek, a few miles to the north of Atlanta; his center, under Schofield, reaching in the direction of Decatur, on the Georgia Railroad, six miles from Atlanta; and his left, under McPherson, swinging around upon the same railroad between Decatur and Stone Mountain, striking it about four miles from Stone Mountain and six miles from Decatur.

General Hood, who had succeeded General Johnston in command of the Confederate Army, numbering some 45,000 men, following that Sherman's forces under Schofield and McPherson were so far beyond supporting distance that the whole Confederate army could be hurled upon Thomas and, after crushing him, he thrown upon the left wing about Decatur, made his disposition accordingly. This led to the battle of Peachtree Creek, July 20th. The Federal troops were at first driven in confusion, but from some cause the result was partial, and the Confederate forces were finally forced back with considerable loss. Determining to make one more effort to save Atlanta, Hood, on the 21st, two days later, attempted the same tactics as on the 20th, striking this time Sherman's extreme left, under McPherson, about Decatur. The attack was at first very successful, throwing the Federal troops into great disorder and capturing many guns and thousands of prisoners. But by the most stubborn fighting and the partial failure of the Confederate flank movement at Decatur, a rout was prevented. The loss was heavy on both sides, amounting to about 1,000 killed and wounded. Each army lost a distinguished officer. Early in the battle General McPherson, commanding the Army of the Union—Sherman's left wing, in attempting to reach his troops after the assault was begun—the being at the moment with General Sherman—ran upon a line of Confederates and in wheeling to escape was cut dead in a clust of woods between Atlanta and Decatur. On the Confederate side Major General Walker was killed near the same spot while leading his division into battle.

Continuing along this line and depicting the incidents of that eventful period of Atlanta's history. E. C. Ulery, the quartermaster of the evacuation of Atlanta in the following manner:

"On September 1, 1864, General Sherman found the cotton railroad—Atlanta and all

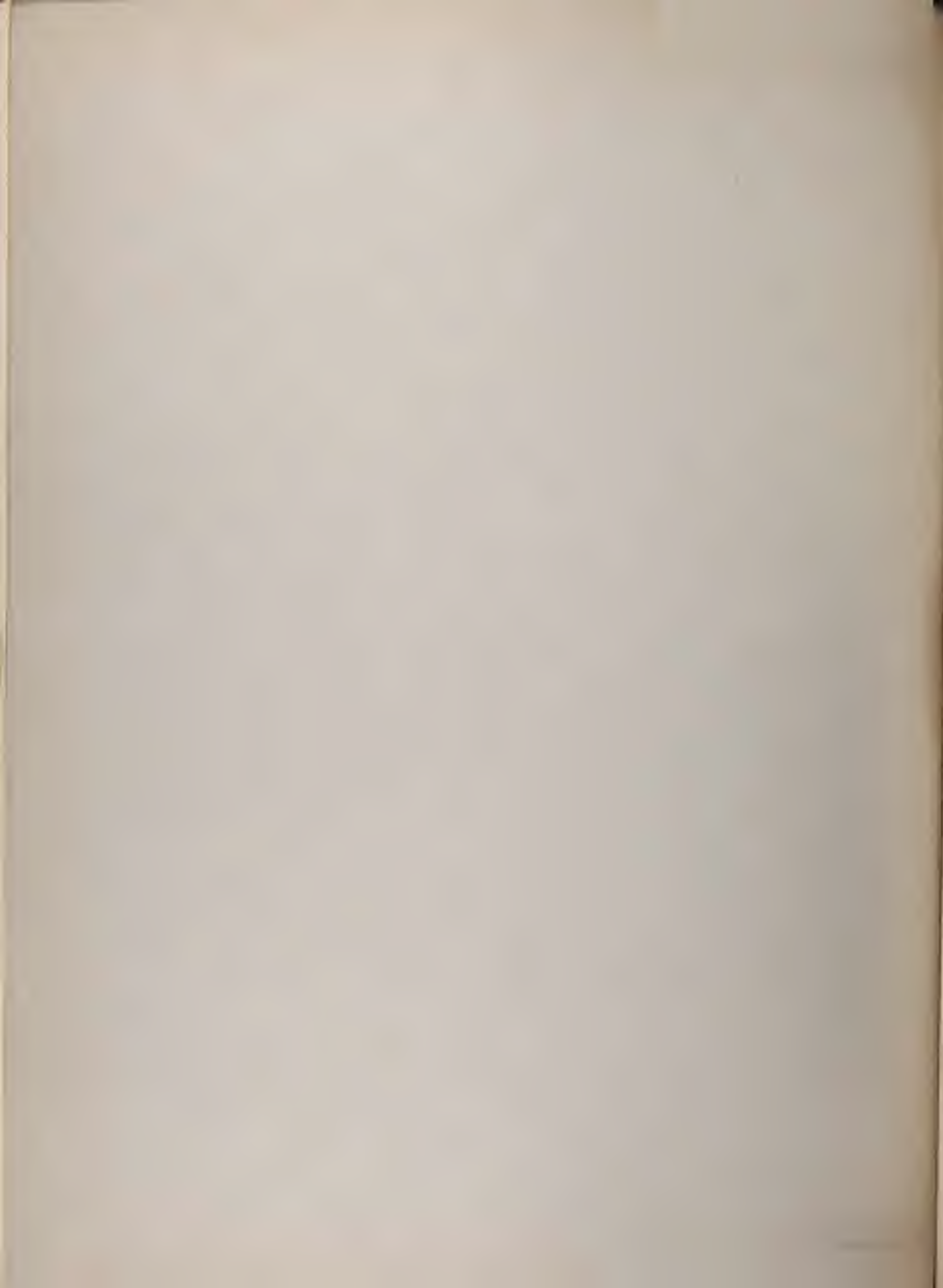


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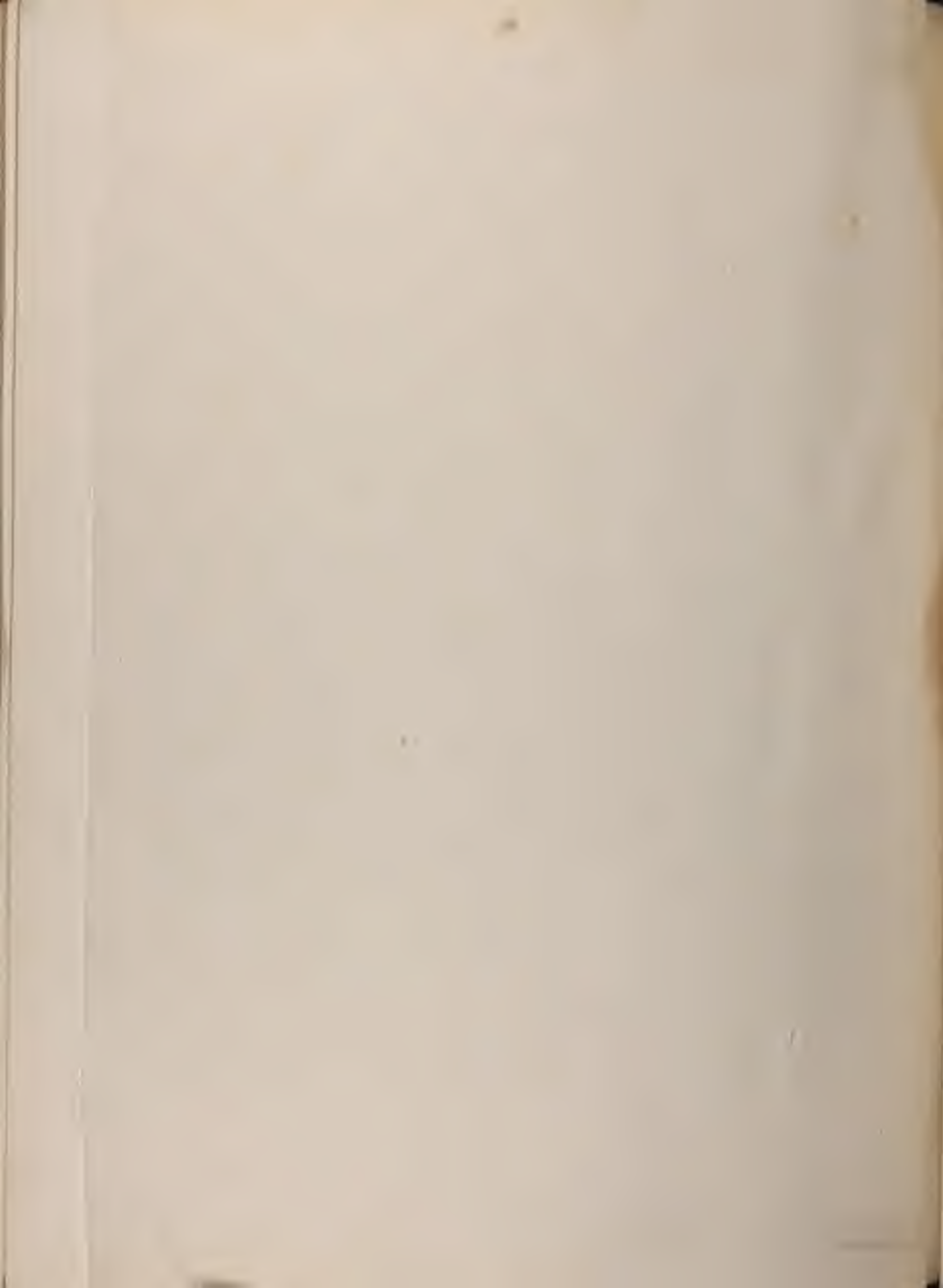
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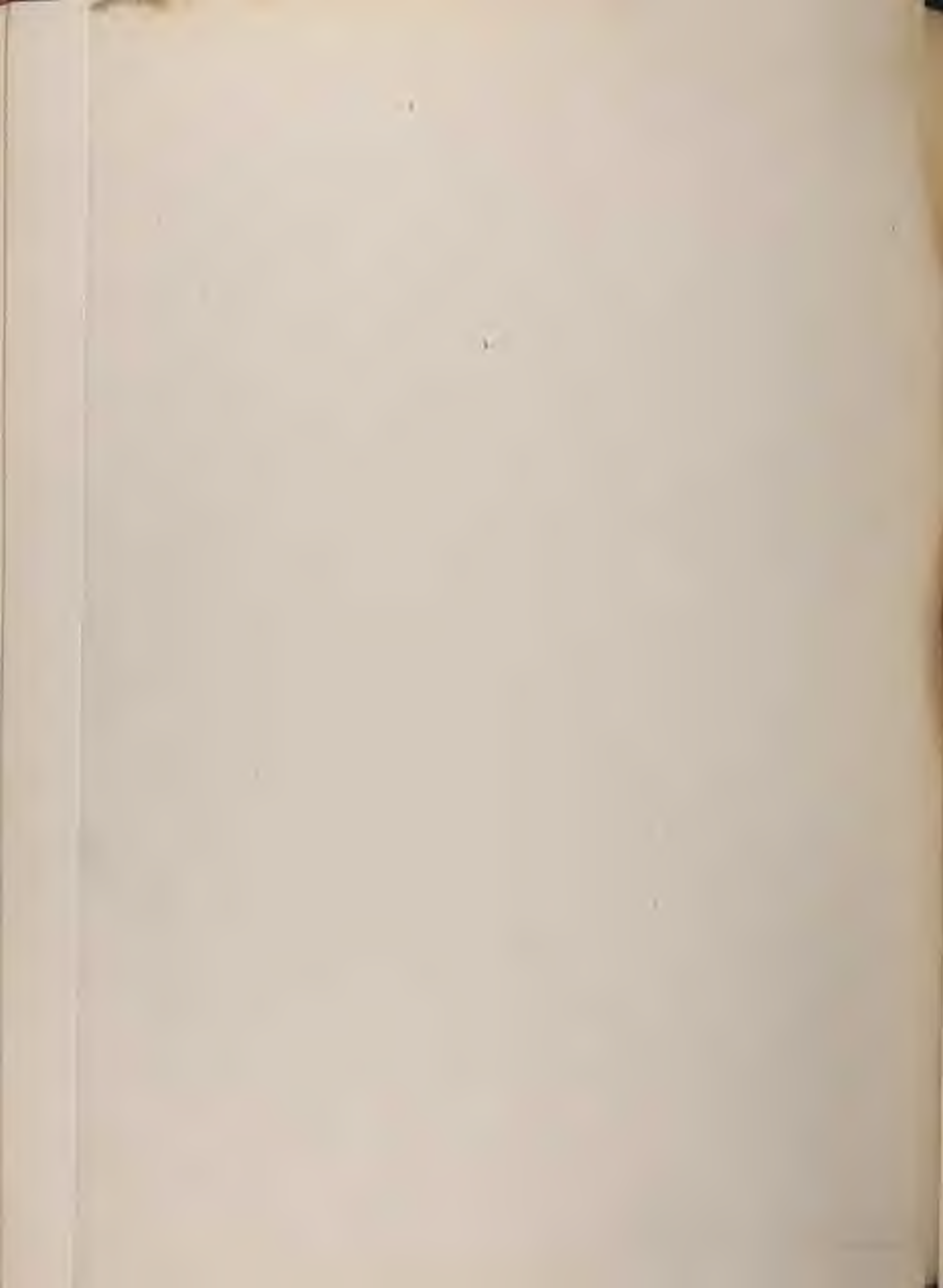


SCENE NEAR ATLANTA UNIVERSITY.





SCENE IN GRANT PARK





SCENES IN OAKLAND CEMETERY.







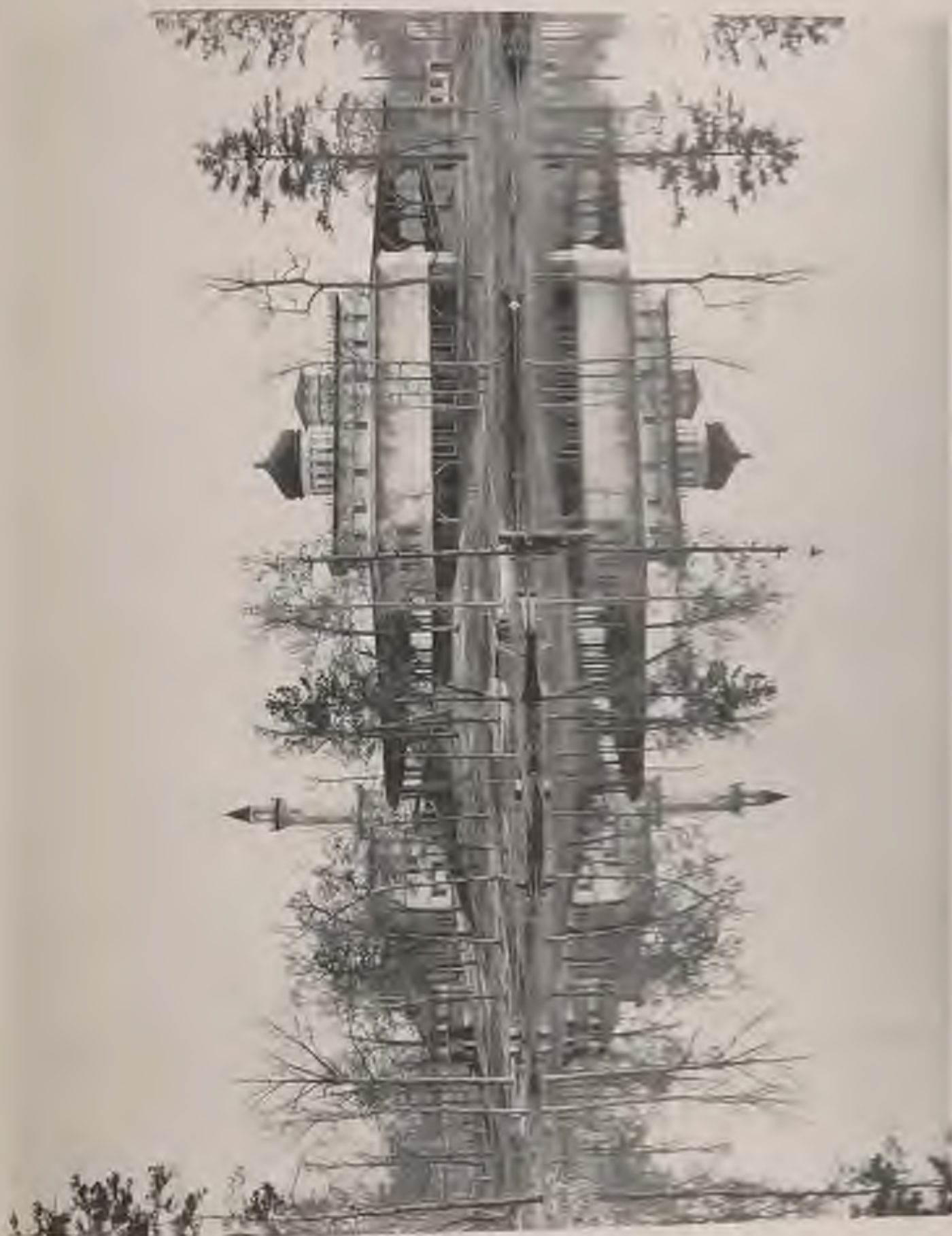
CHRISTIAN HALL - FREE UNIVERSITY.

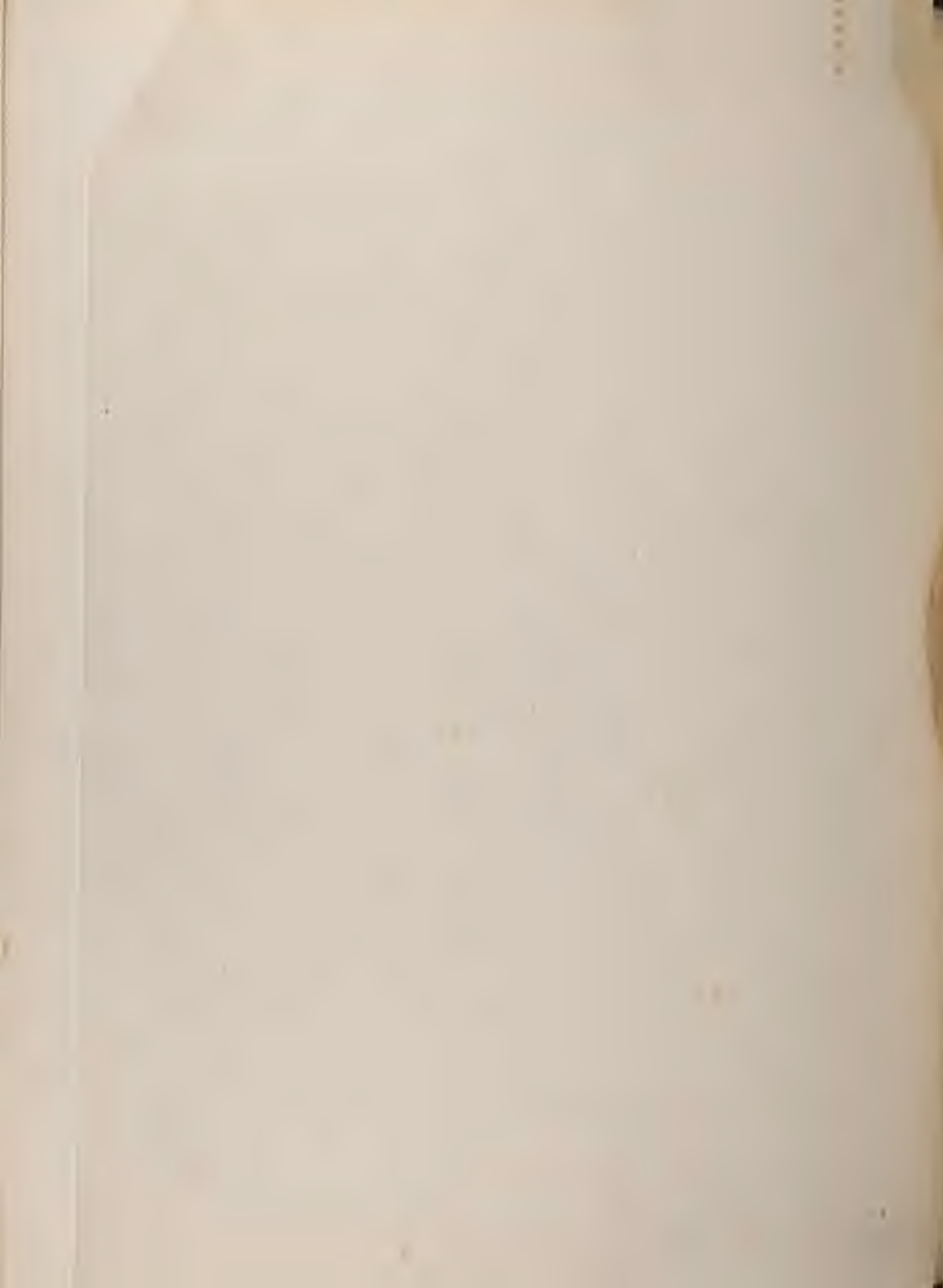


GAMMON THEOLOGICAL SEMINARY.



CHATEAU-GUY AT LUTHERA SPRINGS





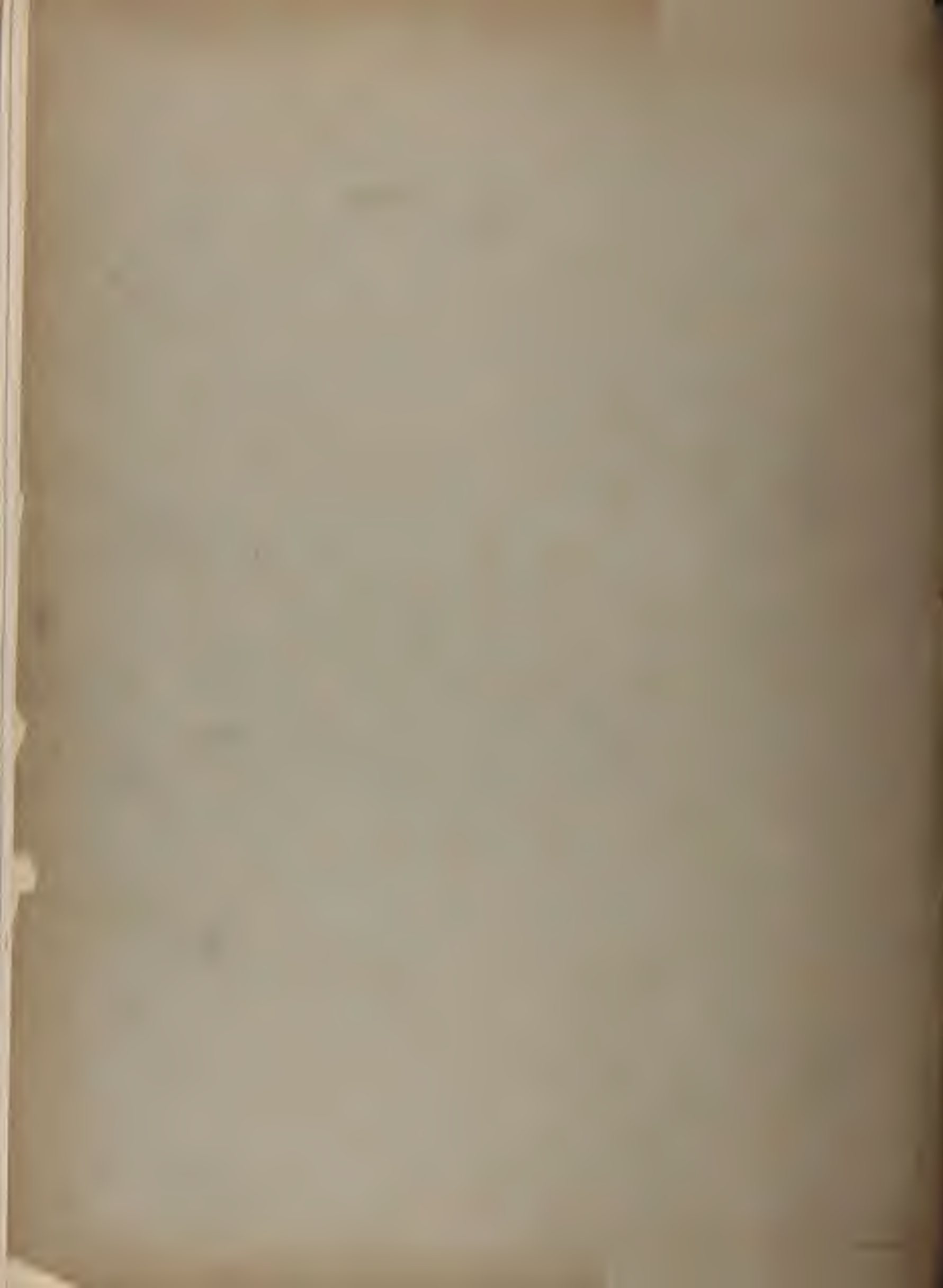


HEBREW COPTIAN HOME.



citizens within eight days, save such as were in the employ of the Federal Government. Those who did not choose to go South were sent North. An armistice of ten days was concluded between Generals Hood and Sherman, to carry this order into execution. The people were permitted to take away a certain amount of property, and with the slight means of transportation in hand even this could be done only with difficulty. By an agreement between General Sherman and Mayor Calhoun, considerable furniture was collected and deposited in the old Trinity Methodist Church; but the larger part of this was afterwards lost through depredation, and the great bulk of private property was necessarily abandoned at the camp. The forcible expulsion of 12,000 men, women and children from their homes almost entirely without means, produced terrible hardships and intense suffering; but when the mayor and others held a conference with Sherman, he said to them, "Kirkman of war has fortune of war. I want this place for a citadel, and want no white citizens in it." November 18th Sherman commenced his march to the sea. Before doing so, however, the destruction of the city was completed. What could not be removed by fire was blown up, torn down or otherwise destroyed. "No city during the war was so nearly annihilated."

But the curtain was lifted over Atlanta just after the dark scene of disaster thus revealed, and showed a people going about the arduous duty of building up the homes that had been lost, with a newness of energy and a hearty zest. It is safe to say that few examples of such courage and bravery as that displayed by the Atlanta citizens, just after the view of Sherman, are to be found on the pages of American history. Unconquered examples of courageous citizenship were to be found on every side. The people who had been forced from this smiling landscape of the South, returned with a firm determination to make Atlanta the brightest star in the constellation of Southern cities. To learn how well their task was been fulfilled, to study their brave and courageous efforts and see how nobly they have met the same old need, led to view the great structure of municipal wealth and grandeur which now towers to the skies of Atlanta. It has been just thirty years ago since Atlanta was burned to the ground, and yet within that space of time her city has grown to be a comparison of the grandest and most beautiful of the Southern Confederacy, and now is often exemplified as a government in the United States. Of course, a growth



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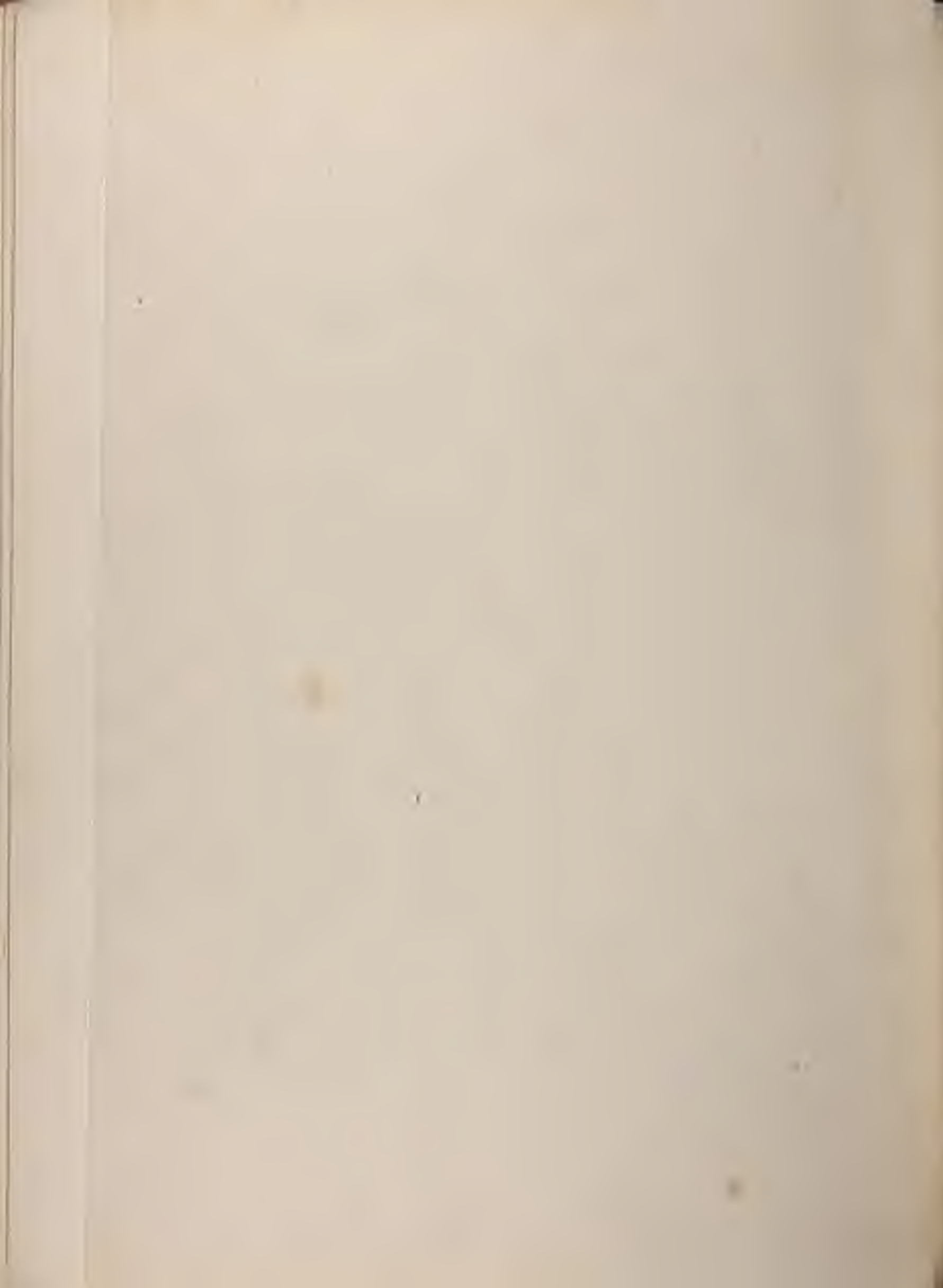
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1895





SOUTH BROAD STREET

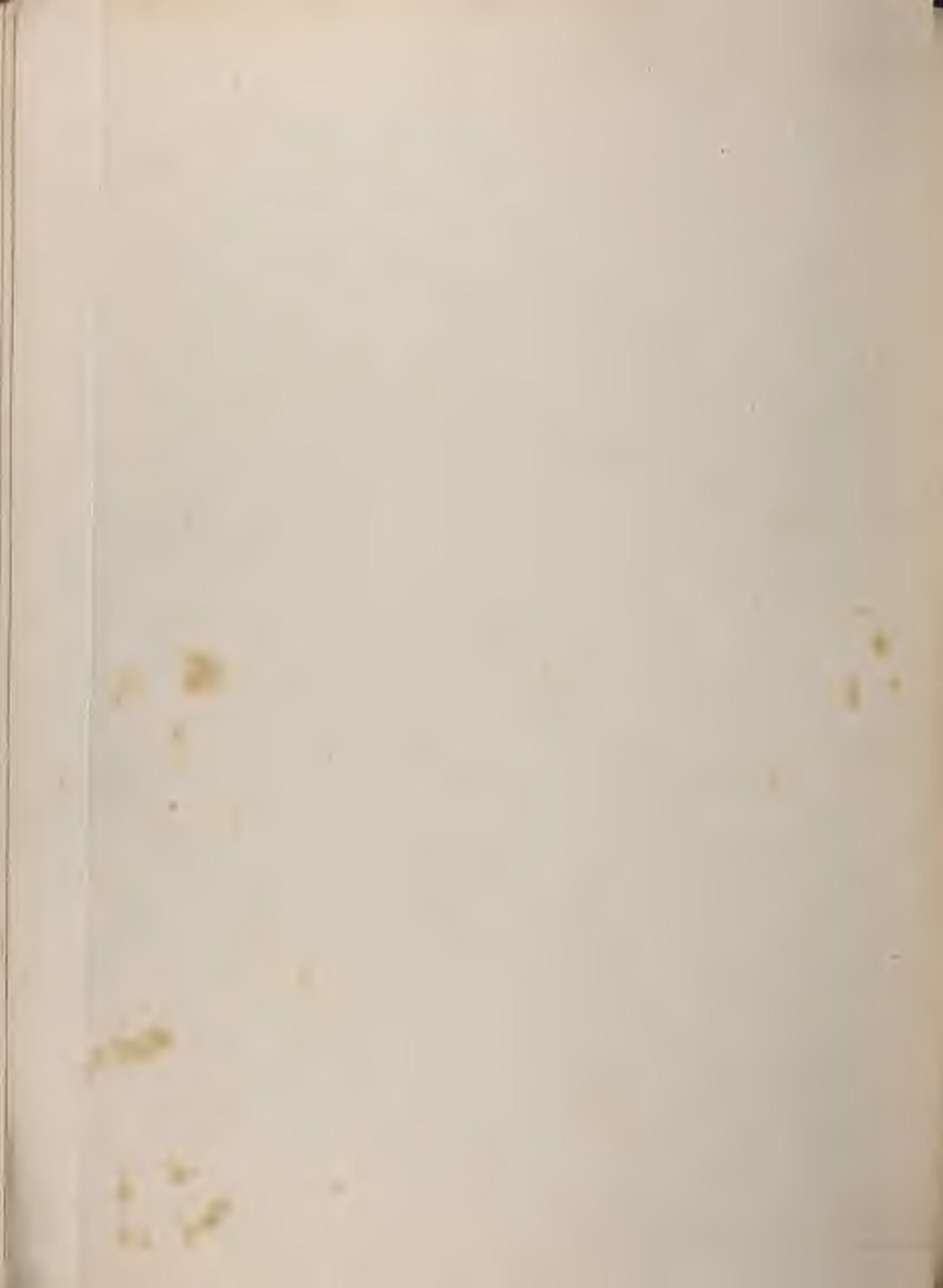




OLIVER HALL - SOUTHERN SEMINARY.



PAWKARD HALL - SOUTHERN SEMINARY.





RESIDENCE OF JOSEPH THOMPSON



RESIDENCE OF B. E. ABBOTT





INTERIOR OF NEW LYCEUM THEATRE (FROM SEATED)

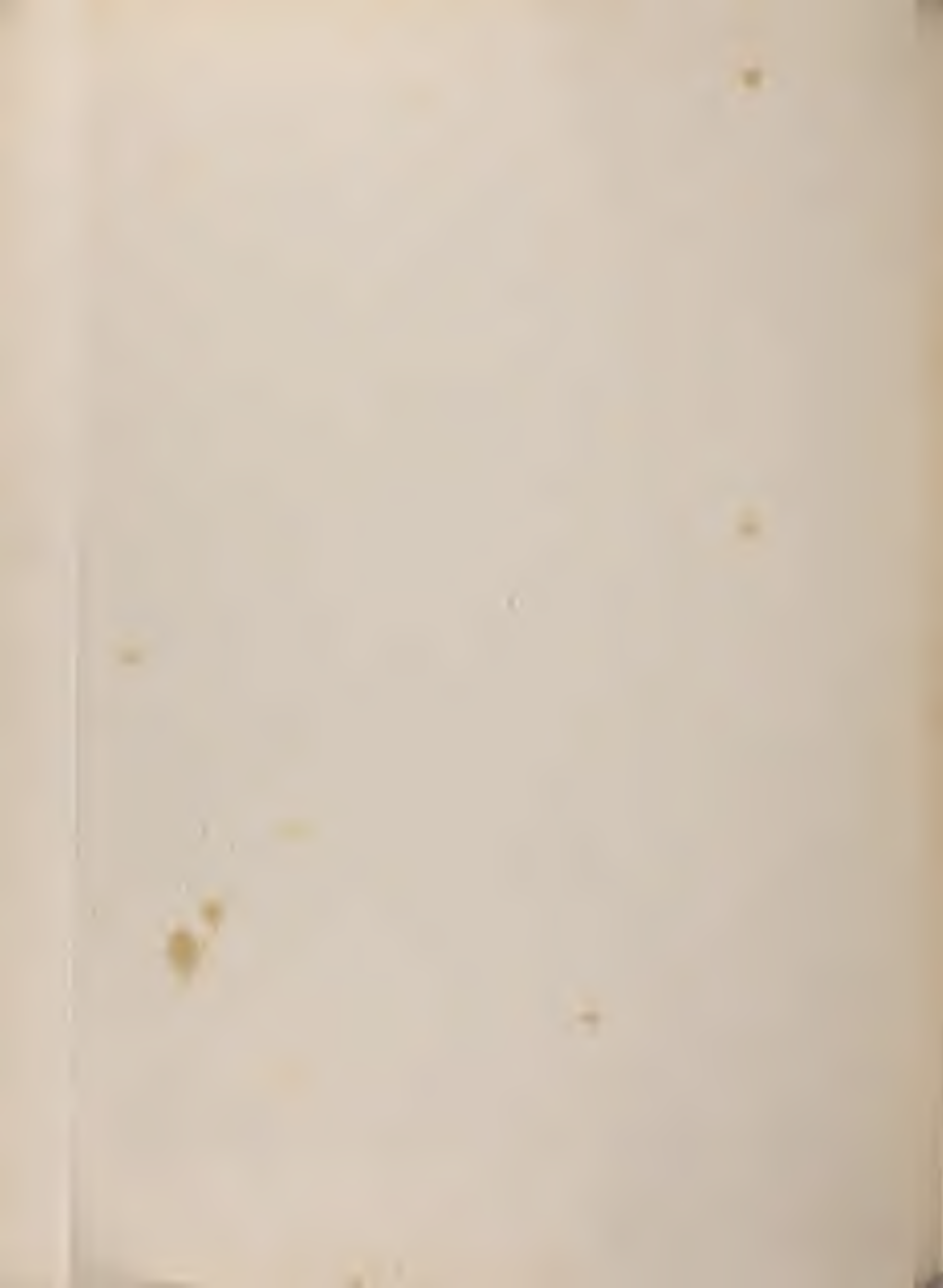




CAPITAL CITY BANK



FIRST PRESBYTERIAN CHURCH

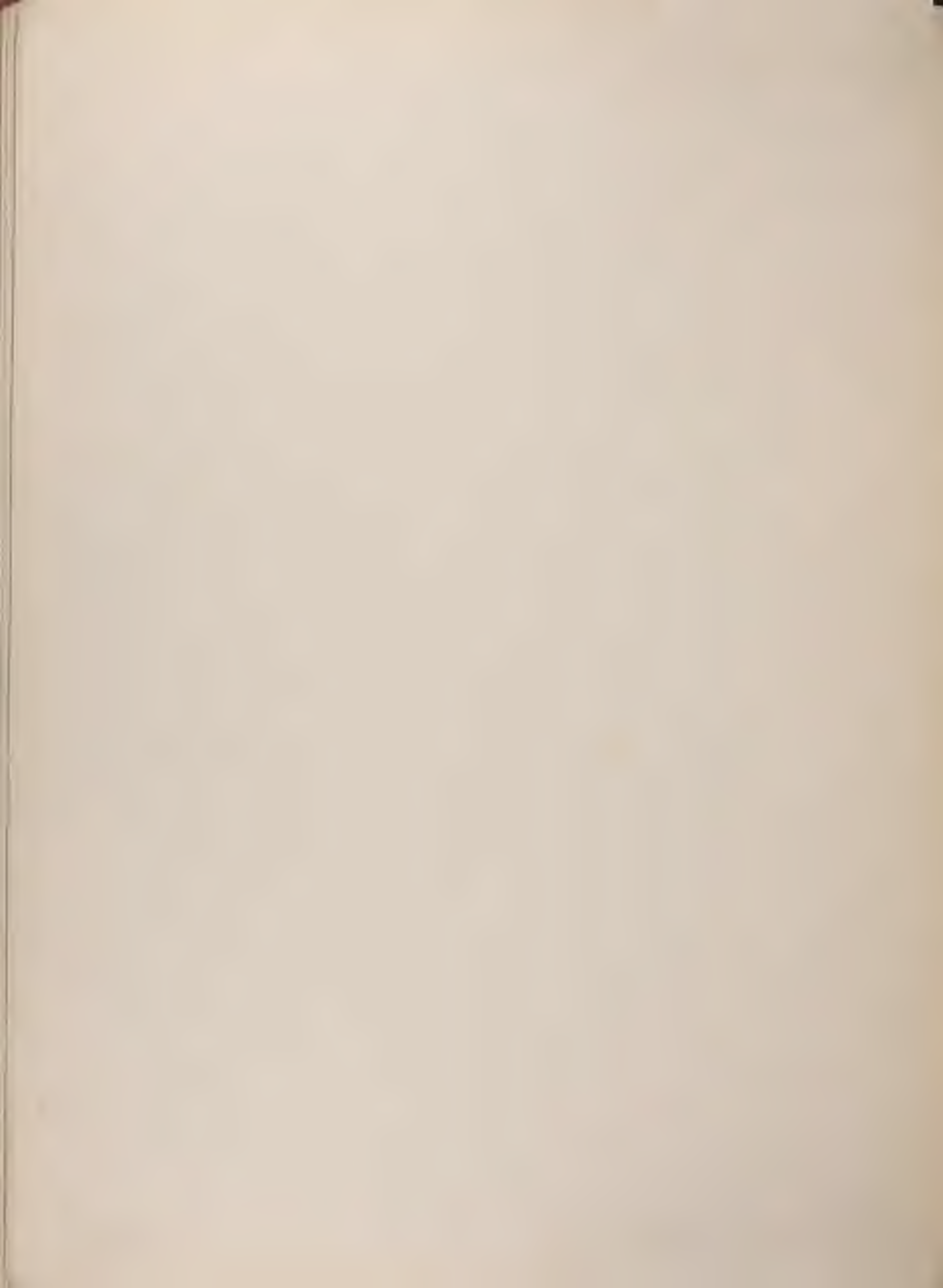


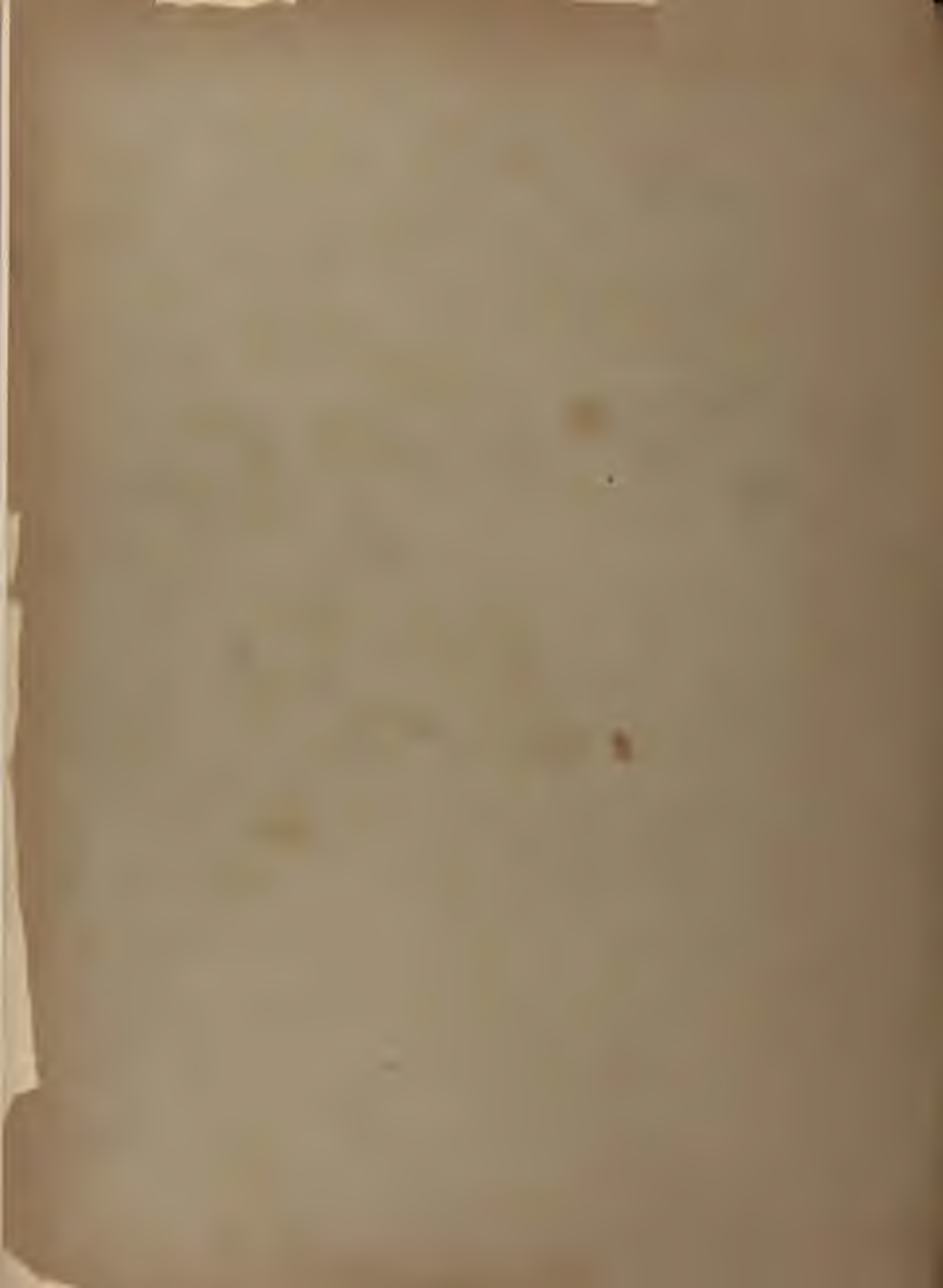


TRINITY M. E. CHURCH



PRESBYTERIAN CHURCH



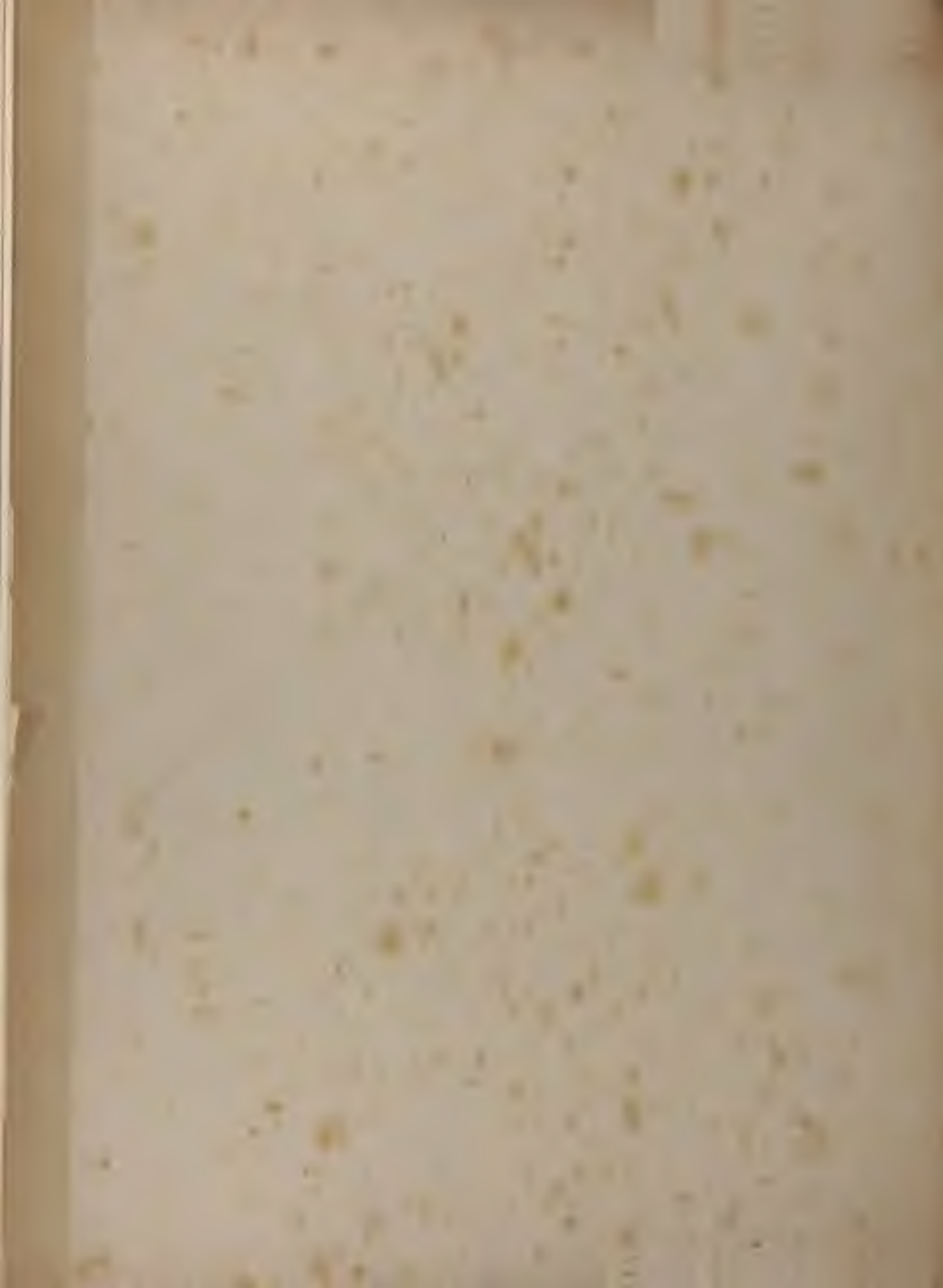


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SCENE ON S. PRYOR STREET.

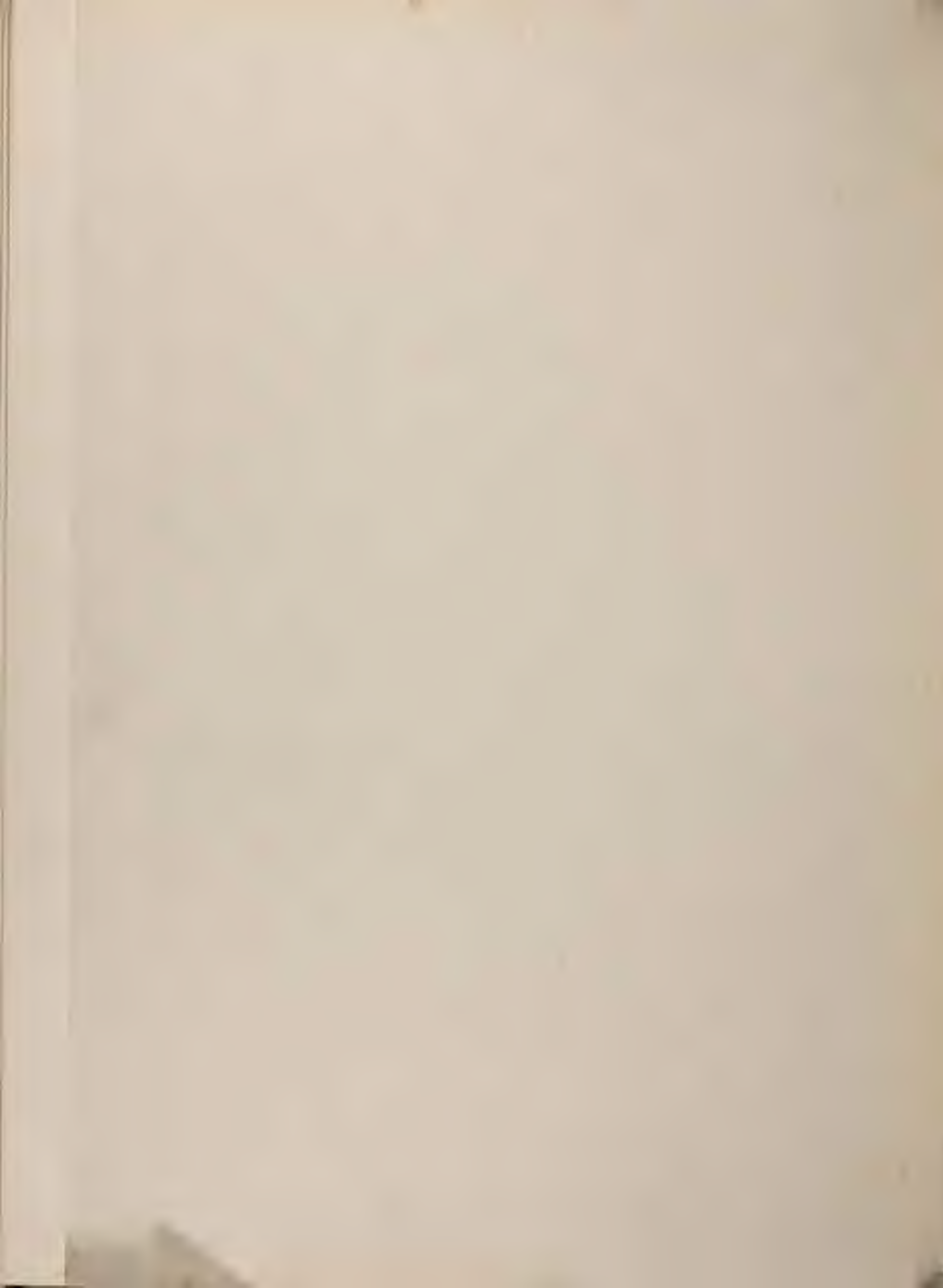




ATLANTA UNIVERSITY.



SWEET WATER PARK HOTEL. LOOKING SOUTH.





CHURCH OF THE IMMACULATE
CONCEPTION



FIRST BAPTIST CHURCH





HOTEL VENETIAN





AUGUSTA AVENUE—Copper Hill.



RESIDENCE OF D. P. MORRIS.

under the reorganization; also the Georgia Railroad, from Augusta to Atlanta; the Atlanta & West Point Railroad; and the Western Railway of Alabama, which run almost reach to Montgomery; the Central Railroad of Georgia, which reaches to Savannah and south Georgia points; the Seaboard Air Line, which was recently built from Norfolk and Portsmouth, Va., to Atlanta; and the Atlanta & Florida Railroad, which taps the track-forming regions of southern Georgia.

Atlanta is well provided with splendid and commodious hotels. The Argonne Hotel, which is the latest structure to meet the demands of the city in the way of accommodating the floating population, is one of the most luxurious hostels in the entire South, having been built on modern scale of architecture and fitted up with all the appointments common in the best hotels in the land. It is located on Peachtree Street, just on the border of the business centre of town, and marking the line between the residence portion of this fashionable avenue and the heart of the business portion. The hotel is large and spacious, and is widely known for its elegance and splendid appointments.

The Kimball House is another hotel known for its commodious and convenient apartments. The Kimball is one of the landmarks of Atlanta, which, after being destroyed by fire many years ago, was rebuilt on a far grander scale, being six stories high and with a capacity of accommodating fifteen hundred people.

The Mckinaw House is another well known hotel in Atlanta, which was built a few years after the Kimball and which is known for its beauty within and easy apartments.

There are many other hotels in Atlanta less conspicuous, but well calculated to meet the needs of the city.

The new state capitol, recently built by the state of Georgia, is located near the central part of Atlanta on a sunny slope and is a marvel of architectural beauty and grandeur. It is fashioned after the national capitol at Washington and covers several acres of land, two stories high, with a stupendous dome in a height from which can be seen not only the whole area of Atlanta, but towns and villages many miles away. In the capitol are the halls of the senate and the house of representatives, columns beautifully wrought and decorated with brass and oak respectively, and carvings in marble. The interior arrangement of the capitol is generally fine.

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VIEW IN GRANT PARK.





MARIETTA STREET



VIEW ON WASHINGTON STREET





SCENES IN WEST VIEW CEMETERY









ATLANTA BAPTIST SEMINARY.



ROCKFELLER HALL. SULLY SEMINARY.



WIDE VIEW VIEWS FROM HOTEL ARAGON

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SCENE AT FORT MONTERSON - CHICAGO - QUADRON





SCENES AT EAST LAKE.







SCENES AT FORT M'PHERSON





SCENE AT INGHESIDE (Seymour).



RESIDENCE OF REV. H. MORRISON



MAUSOLEUM OF THE CONFEDERATE VETERANS





VIEW ON DECATUR STREET.

inality and tendency toward sensational news it has built up a considerable patrimony and is regarded as one of the forceful journals of the city.

There are many clubs and social organizations in Atlanta. The Capital City Club was organized many years ago and its membership composes the representatives of Atlanta society, as well as the representative business men and professional men of the city. This club has a splendid clubhouse on Peachtree street, built in the very attractive style of modern architecture and has luxurious appointments within.

The Concord Association, whose membership is composed of representative Hebrew citizens, is one of the most splendid organizations of its kind in the South and has a clubhouse built at a cost of almost \$50,000 on the latest architectural plans and fitted with all the conveniences and luxuries to meet the demands of club life.

The Piedmont Driving Club has a membership composed of the younger representatives of Atlanta society, and has a delightful little clubhouse, erected on a beautiful slope in the grove that borders Piedmont Park.

Quite a number of handsome churches adorn the principal avenues of Atlanta, and much credit to the religious circles of the city. The First Methodist Church, located at the corner of Peachtree and Houston streets, is one of the most imposing temples to the living Jesus yet to be seen in Atlanta. The church has a large congregation and numbers among its members many leading families of the town.

The First and Second Baptist churches are splendid edifices and illustrate the pride of the members of the Baptist church when results in the city of Atlanta.

The Episcopalians have two churches, St. Luke's cathedral and St. Philip's church. They are both handsome structures.

The Catholics have but one church in Atlanta, which is located on the corner of Lloyd and Hunter streets. It is a splendid structure and although large is amply capacious to seat the large congregation of the church.

The First Presbyterian and the Second Presbyterian churches stand so handsome and striking emblems of the piety and enterprise of the members of the church here. The former is

located on Marietta street and the latter on Washington street opposite the state capital.

Surrounding Atlanta on every side are beautiful parks and suburban places for the pleasure seekers. Grant Park is one of the most delightful places about the city. This is a large natural grove which has been beautified to a considerable extent and given to the city by L. P. Grant prior to his death, which occurred in 1892. The park is a place of great interest, having within its area a Zoological garden and a beautiful little parkette called "Little Switzerland."

Inman Park is another beautiful spot for those who seek the cool shades on the outskirts of the city.

Ponce de Leon Springs is a place that is charming and restful. A broad lake where boat-riding is indulged in is at hand and the waters from the spring are of great value for their medicinal quality.

Bidmont Park is the site for the Cotton States and International Exposition, which promises to be a promising event in the history of the plucky city of Atlanta.

THE END.



IBNN

